NEWSRAIL

NOVEMBER 1998

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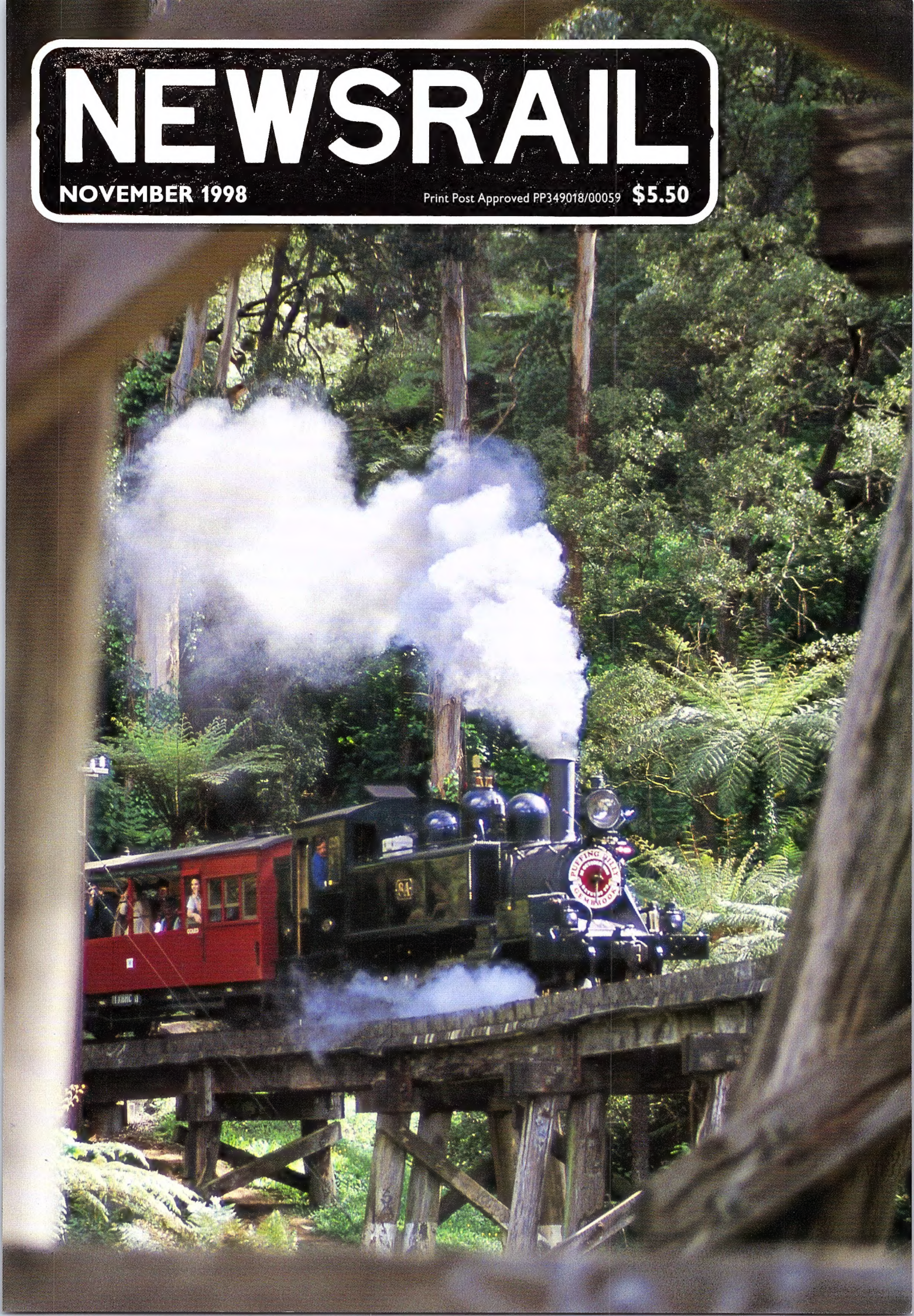

V/LINE

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FOR ALL WHO ARE INTERESTED IN RAILWAYS

NEWSRAIL
ESTABLISHED 1973

THE MAGAZINE OF THE AUSTRALIAN RAILWAY HISTORICAL SOCIETY
(VICTORIAN DIVISION)

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FRONT COVER: Driver Ron Picking has 8A well in hand as it crosses Monbulk Creek trestle with the first train of the day on the Gembrook re-opening day. Sun.18.10.98 *Steve Munro*

OPPOSITE: N454 on morning down Albury pass. crosses N475 on the up Shepparton pass. at Kilmore East. Sat.12.9.98 *Scott Gould*

BACK COVER:

ABOVE: NR40 heads the *Ghan* at Keswick Terminal, the first four cars are *Overland* cars that were taken to Port Augusta for refurbishment. 13 55, Mon.28.9.98 *P Berrett*

BELOW: NR92 leads the up *Overland* through Lara on Sat.26.9.98 with extra cars to cater for the school holidays and the AFL Grand Final *Jason Oliver*

GENERAL NEWS

A monthly round-up of Victorian railway news and events

CALENDAR

NOVEMBER

ANNIVERSARIES

1st, 1968: Last Ouyen - Pinnaroo passenger service — operated by 102 hp Walker railcar. (30)
6th, 1978: MotoRail introduced on the *Overland*. (20)
7th, 1968: Closure of Heathcote - Heathcote Junction line. (30)
8th, 1978: Closure of Tallarook - Mansfield line. (20)
8th, 1978: Closure of Cathkin - Alexandra line. (20)
8th, 1993: First train (NRC) to cross interstate border without crew change. (5)
9th, 1983: New station opened at Sale, eliminating 95 years of 'dead end' operation. (15)
13th, 1883: Opening of Traralgon - Heyfield line. (115)
16th, 1883: Opening of Tallarook - Yea line. (115)
18th, 1953: Closure of Irrewarra - Newtown line. (45)
20th, 1888: Opening of Hamilton - Coleraine line. (110)
20th, 1888: Opening of Dunolly - Inglewood line. (110)
21st, 1873: Opening of Wangaratta - Wodonga line. (125)
21st, 1978: Closure of Nyora - Wonthaggi line. (20)
21st, 1993: Last loco-hauled *Sydney Express* departed Melbourne. (5)
22nd, 1993: First XPT service from Sydney arrived at Melbourne. (5)
24th, 1973: Celebration of centenary of North East line to Wodonga. (25)
27th, 1983: Werribee electric train service inaugurated. (15)
30th, 1983: Myrtleford - Bright line closed. (15)
1978: Last Ballarat - Geelong railcar service operated. (20)

DECEMBER

ANNIVERSARIES

1st, 1923: Moama - Deniliquin line taken over by VR. (75)
2nd, 1963: Loco A^2 986 made final run between North Melbourne and Newport. (35)
2nd, 1968: West Tower and Melbourne Goods Yard's new arrival roads in use. (30)
2nd, 1978: Last Horsham - Serviceton railcar service operated by 29RM. (20)
3rd, 1958: Closure of Rangelea - Heathcote line. (40)
4th, 1958: Closure of Moe - Thorpdale line. (40)
9th, 1978: Last Benalla - Yarrawonga rail motor service, operated by 56RM. (20)
10th, 1978: Last Frankston - Mornington service, operated by 22RM. (20)
11th, 1978: New viaduct between Flinders Street and Spencer Street stations increased tracks from four to six. (20)
16th, 1983: Sale Wharf line closed. (15)

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ARHS ARCHIVES

Down platform, Windsor Station
Open every Tuesday evening, 8-10 pm, February-December. Visitors welcome.

HILLSIDE TRAINS NEWS

Hillside Trains have announced a number of service improvements which include:

- Extension of evening peak services on the Belgrave line.
- New timetables for Alamein, Belgrave and Lilydale lines.
- Improved timings and more stops on the Glen Waverley line.
- More premium stations on the Epping line.

Each weekday Hillside Trains runs 746 services with more than 850 services on weekends. Around one million passengers are carried each week. Hillside Trains operate train maintenance facilities at Epping, Bayswater, Burnley and Camberwell and maintain more than 200 km of track, overhead power supply and communication links. *(Hillside Trains)*

ANNOUNCEMENTS AT ELTHAM

Pre-recorded train announcements through the public address system during the morning peak were introduced at Eltham station from Mon.19.7. The voice employed is the same as at Spencer Street.

WEST COAST POCKET TIMETABLE

West Coast Railway issued a colourful pocket timetable for their Melbourne - Warrnambool service during July with an effective date of June 1998. It is believed that this is the first pocket timetable issued by the company.

CARRIAGE MAINTENANCE DEPOT, DUDLEY STREET

On Fri.28.8, it was officially announced by the CEO of the PTC, Mr Andrew Neal, that the management of the depot would pass from the Engineering Services Division of the PTC to the V/Line Passenger Corporation from Tues.1.9.

COUNTRYLINK TIMETABLE

Countrylink have issued a 72 page timetable and fare book dated 1 July 1998. This is the first timetable book for the entire network issued by Countrylink since June 1990 (During the 1990s, Countrylink only issued A4 size timetable pamphlets for each region, i.e., North Coast, North West, South including Melbourne and West).

NEW USE FOR OLD V/LINE TRAVEL CENTRE

The Registry of Births, Deaths and Marriages opened their new public inquiry area on Mon.31.8 on the ground floor of Transport House at 589 Collins Street. This area was formally occupied by the V/Line Travel Centre that is now located in the main concourse of Spencer Street station.

BAYSIDE PERFORMANCES

Some good results are being recorded by Bayside Trains with punctuality figures consistently in the 94-97% bracket and on all day service delivery rating of 99% being not uncommon. *(Bayside Trains)*

SYDNEY WATER CRISIS

The Sydney water crisis had a marked effect on the catering on the XPT. Tea, coffee and hot drinks were unavailable as the water boilers on the train do not heat the water sufficiently to eliminate the contamination. Increased supplies of other drinks, such as spring water, soft drinks, fruit juices and flavoured milk were carried and the price of these products was reduced while the water crisis was in effect. Countrylink advised that things were back to normal as soon as the crisis was over, with tea and coffee returning to the rails by Mon.21.9. *(Countrylink)*

TRAM DEPOT SAVED

The historic tram depot in Riversdale Road, Hawthorn has escaped demolition with the announcement that the building will be redeveloped. The Urban Land Corporation (ULC) will facilitate the work, and although no specific use for the building has been decided, public comment will be sought to ensure that the building will retain its historical significance. It has been decreed is that the site must continue to house the heritage tram fleet. Funding will be provided as part of the project to preserve the tram fleet and make the trams available to the public. *(Age)*

TOOLAMBA LINE REVIVED

V/Line Freight Corporation inserted advertisements in the local press to

GENERAL NEWS

advise road vehicle drivers that trains are again running daily on the Echuca to Toolamba line following upgrading works recently. Apparently local residents had become so used to crossing the line without looking for trains that there have been several near misses. *(CC)*

DOCKLANDS RETHINK

The historic No. 2 goods shed will be retained in the Docklands plan, albeit with some alterations. After the rejection of plans to demolish the building, the Yarra City proposal for the site includes the installation of large windows along the length of the shed to accommodate commercial, studio, exhibition and shop spaces. It is possible that the centre of the shed could be demolished to make way for the Collins Street extension. *(Age)*

NEW LIFE FOR PASSENGER LINES

West Coast Railway is planning to reopen the Bairnsdale line in a bid to take over the V/Line Passenger operations. WCR is also considering reinstating passenger services to Mildura and between Ballarat and Ararat. WCR will be the only wholly Australian-owned company bidding for the services currently operated by the PTC. *(Herald Sun)*

THE GHAN

Mr John Finnin, CEO of Great Southern Railway announced at a press conference on Tues.29.9 that the historic train, the *Ghan,* would commence a weekly return journey from Melbourne to Alice Springs from Wed.18.11.

The former Minister for Transport and Regional Development, the Hon Mark Vaile MP commended GSR for helping in the rebirth of rail through its commitment to expanding and upgrading Australia's great rail journeys.

The Melbourne to Alice Springs journey via Adelaide will take 36 hours and 31 hours on the return during a journey length of 2383 kilometres. The train will consist on average 16 cars, plus Motorail cars as required. The train length is 478 metres and will accommodate 276 passengers in first class, holiday class and coach class. The service will be weekly from Melbourne each Wednesday evening.

Great Southern Railway's fleet of three passenger trains also includes the *Indian Pacific* which travels weekly from Perth to Sydney and return and the *Overland* which services Adelaide to Melbourne return five nights a week.

A successful public open day for the *Ghan* was held at Spencer Street on Sat.7.11.

LETTER FROM THE EDITOR

Preparations for our special 25 years issue in December are going well with all the editorial team members busy with various tasks. In January we will again be covering the slide competition. So look out for that issue as it promises to be very interesting.

In 1999 we intend to give each issue a theme. These will be somewhat of a mixed bag, with modern, historical, motive power and many other subjects to tackle. Any requests for a particular theme are welcome, although that does not necessarily mean we can accommodate all that come in.

I hope your enjoyment of NEWSRAIL is improving with the enhancements we are making. Each member of the team is working hard to bring you a better magazine that will cater for all readers. Your feedback is always welcome.

Talk to you next issue,
Barry Lloyd

West Coast Railway locos B61-S302-S311 enjoy the sunshine as they rest around the turntable at South Dynon Loco. Sat.8.11.97 *Michael Bray*

D^3635 *and the Daylesford Trip*

I wish to have this work of mine written about the present Railway Museum locomotive, D^3635 to be dedicated to the memory of our late Victorian Member, Doug McLean. This story is for him.

I knew Doug for many years and in that time realised that he was an exceptionally dedicated Railwayman. He loved his railway and its people. When I was a driver at South Dynon and Doug was a train controller, and there was entered into by us a little railfan activity that only Doug and myself knew about. This story is as follows:

Whenever I was on standard gauge train running (either up or down) and Doug was the standard gauge train controller, at times my train would be put into No.2 at any of the crossing loops between Melbourne and Albury. Doug would advise me of the approaching train and ask me to open up the telephone box, to hold the telephone off the hook and hold the speaker key down so he could share with me the sound of the passing train with its loco generally in notch eight and the sound of the usually rapid following vehicle bogies on rail joins.

Always he would enjoy the sound panorama of locos and wheels on rails and would thank me for my co-operation, adding that normal people would think us both 'funny' for such an act.

Doug, you were great to know and work with and I enjoyed my many times with you. Rest on my good friend for your memory will not be forgotten. — Gerald A Dee

P.S. The Daylesford line was one of Doug's favourite branch lines and we shared quite a few reminiscences about it. I know he would enjoy this story about D^3635.

The D^3 locomotive was a derivation of the early D^D engines. The original engine although quite successful in its role, did not have the ability to steam for long extended periods. A better steaming boiler was required of greater capacity. The proportions of the K class boiler were used and the new-built boiler was put into the D^D frame in 1929. The result was an immediate success. All told 94 engines were re-boilered and reclassified as D^3. A total of 261 D^D engines were built.

The engines were built between the years of 1902 and 1920 and were built by Newport, Ballarat and Bendigo Workshops, Baldwin Locomotive Works USA, Beyer & Co Ltd. England, Thompson's of Castlemaine and Walkers Ltd of Maryborough, Queensland. D^3635 was a Baldwin built engine and all told up until 1951, this builder built some 59,000 locomotives.

In my time since 1951, regular D^3 engine movements on the Lancefield run were engines, 673, 675, 686 and 691. D^3 engines were utilised on Stony Point workings with trips to Red Hill. Engines used on Daylesford line workings were 635, 639 and 686, while engines used on the Bendigo, Swan Hill and Deniliquin lines were 613, 666, 688 and 699. At Seymour two regular D^3s, 644 and 684, were used on Goulburn Valley line passenger workings.

On Easter Monday 1954, I was rostered to fire for the late Bill Percival on the 09 30 down Daylesford passenger train. We signed on at 08 15, both reporting early and made our way to the engine board outside the Shed Foreman's office. Our engine for the day was D^3635, former Commissioners' engine, now replaced by D^3639.

I went to the Oil Store and obtained the oils whilst Bill went across to the Kit Store to obtain the kit, bucket and shovel. Our engine was standing on B turntable near the incoming road. We met on the engine about the same time, stowed the gear and set about preparation for the run.

Bill filled the Detroit Sight Feed Lubricator and set about a careful examination of the engine. I made my oiling up round of the engine, cleaned the Spark Arrestor and set out spreading the fire to raise steam. I noted that the coal bunker was fully trimmed with the best quality Maitland coal and advised Bill of this. He was pleased to know this for it made all the difference on a run to Daylesford.

Our preparation completed, Bill whistled for the turntable with three short whistles. Meanwhile I made a billy of tea and we were all set to go. The turntable lined up, I took off the engine handbrake and Bill eased us onto the turntable.

The turntable lined us up for the road up to 'A' table and we eased away up to there. The operator there was aware of our coming and had the turntable set for us. On we go. The turntable wound around and lined us up for 'A' departure road. We passed out through A Door and up to the four departure discs. It is a fine sunny morning.

I had been slowly adding to the fire. I built up to the back corners of the firebox, lined up the sides and spread a little coal over the centre of the box. The damper is kept nearly closed in order for the coals to form a good bed of coking fire, and with the fire door kept partially open, I was able to keep the smoke down to a minimum.

The top left hand disc came off, Bill popped the whistle and away we went heading across past Dudley Street signal box to the back of Franklin Street box. Dwarf 67 went to proceed and under easy steam we passed across the suburban passenger lines to the passenger yard. The road and signals were off for us to proceed down onto No.2 platform to couple onto our consist for the day. I scrambled down from the cab and eased Bill onto the leading car. It was a BC car van. I coupled up, turned the brake pipe air through and rejoined Bill in the cab.

The train examiner had arrived and when the brake pipe had pumped up to 70 pounds and the auxiliary reservoirs

were charged up under the cars the train examiner requested Bill to apply the air brake. Bill made a service application and the train examiner went down alongside the cars to inspect the piston travels and running gear underneath the carriages. Before leaving the engine, the train examiner secured the regulator handle with his key.

The train examiner signalled me to release the brakes. I advised Bill and he released the brake. Meanwhile the guard had come up to us. He advised Bill of the number of the cars we had and the weight of the train. We had seven cars for a load of 255 tons. The train examiner came up and told Bill that we have '7 on' and removed his safety key. The guard then went back to the van.

I raised the damper fully and cracked open the blower valve. The dull red fire came to life and I put some light shovelfuls of coal down the sides and into the black corners. The steam gauge moved up and I put the right hand injector on to build up the water levels in the boiler. It was nearly departure time. The water level was up to the second top stud and the boiler pressure was showing just below 175 pounds.

Right on the dot of 09 30, the guard sounded his whistle and gave us his green flag. Bill acknowledged with a short whistle and gently opened the regulator. D³635 eased away from rest with the seven cars following on. 635 easily steamed her way across the points and crossovers of the passenger yard and made its way through Franklin Street Junction down the centre suburban lines. I dropped the firedoor and put in a quick round into the firebox in readiness for when Bill opened up just past North Melbourne.

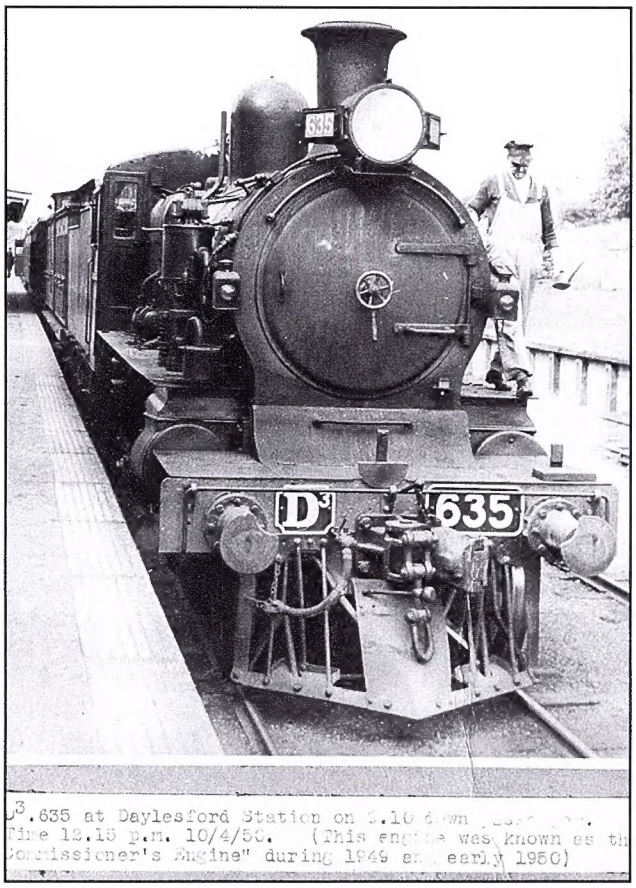
We passed through North Melbourne Junction then Bill opened up fully the regulator handle on 635. She responded immediately with a crisp sounding bark. Bill wound back the reversing wheel to notch her up and used the steam that I had generated more economically. We were on the straight through road to South Kensington.

I dropped the firedoor, picked up the shovel and put on a fire. First I placed two shovelfuls down the left hand side, then two down the right hand side. A couple in each back corner, a couple under the door and one down the centre. I propped up the firedoor with the shovel and secured it in the last notch. Under no circumstances with the regulator open could the firedoor be shut right up, or else the fire would be dragged down under the brick arch.

With the funnel making a light cloud of black smoke we crossed the Maribyrnong River. Very soon we passed Angliss's siding where D³592 was working. Red over green, clear medium speed said the home signal and we diverged over the points at Footscray Junction and through the platform at Footscray.

Once clear of here, Bill opened up again. Down the dip and up through Middle Footscray to West Footscray. I dropped the firedoor again and put in another fire. The smoke showed me that I had hit the right spots in the firebox. We passed Tottenham and noticed the steam pilots working as we proceeded onto Sunshine.

The approach automatic signal showed clear normal speed and the home signals for our movement showed the right hand arms off for our run through Sunshine. Passing H V McKay's Farm Implements building we saw the old F class No.176 working. She is of a 2-4-2 wheel arrangement. We passed over the level crossing at Albion and headed on towards St Albans. The approach automatic for St Albans was off, showing clear normal speed. I dropped the firedoor again and put in a quick round and put the firedoor up into the last notch. The right hand injector was on and the steam gauge was steady on 175 pounds. The water level up too, a stud from the top of each gauge class. All is well with us and D³635.



D³.635 at Daylesford Station on 5.10 down [illegible]
Time 12.15 p.m. 10/4/50. (This engine was known as th
Commissioner's Engine" during 1949 and early 1950)

D³635 stands at Daylesford platform at 12 15 on Mon.10.4.50 after having arrived with the 09 10 pass. ex Melbourne *Rod Sloggett — ARHS Archives*

Once clear of St Albans we could settle down for our run up the Bendigo main line to Carlsruhe. Around the curve and down the straight we went to Sydenham. D³635 accelerated and with the signals at proceed we passed through Sydenham. The grades got heavier from here to Diggers Rest and I put in another round, with a couple more for good measure and then closed up the firedoor to the last notch.

D³635 easily steamed up to Diggers Rest. The distant signal was off and we rounded the curve into the station. The exhaust was measured and Bill let the reversing wheel out to compensate for the grade. We passed through Diggers Rest and moved onto Sunbury. Going down the slight grade towards Sunbury, I dropped the firedoor and put on a very heavy fire, especially concentrating on the back corners and sides under the door. By now Bill had shut off and we rounded the curve into Sunbury. I noticed that the distant was off, with the following home signal at proceed. I called out the aspects to Bill who acknowledged me.

We rolled down through Sunbury with the safety valves buzzing and the right hand injector on. I put on another fire and we thumped under the bluestone bridge past Sunbury as the starting signal was off. Once clear of the trailing points, Bill opened up 635 to make our run for the Sunbury cutting. The regulator handle went full over, the reversing wheel was hooked up and the exhaust bark was magnificent. I had meanwhile put the firedoor up into the last notch as we accelerated away from Sunbury. The steam gauge was steady on 175 pounds.

Momentum faded as we climbed up the 1 in 50 grade of Sunbury cutting. I dropped the firedoor again and went

around the firebox again concentrating on the back corners and under the door. The bright whiteness inside the firebox told me that the Maitland coal and my skill was keeping up good combustion. The marching exhaust beat was coming off the cutting walls and as I looked back along the train, I could see heads out the windows appreciating the exhaust sounds.

The top over Sunbury cutting was taken at about 15 to 20 miles per hour and the exhaust beat quickened as we passed Wildwoods. Heading on towards Clarkefield, Bill beckoned me over and offered me his seat. I sat down on the driver's side and noticed that the reversing wheel was at about 9 inches. Of course the regulator was wide open. I looked ahead, then back along the train and felt proud that Bill had offered me his seat.

He looked at the gauge glasses, had a quick look out the fireman's window at the funnel, then turned in and dropped the firedoor. He picked up the shovel and with the ease of practice, started plying the shovel between the shovelling plate and the firedoor. I watched him, then the funnel and see the exhaust cloud darken. He fired the same way that I had been doing. The steam gauge was steady on 175 pounds and he put the firedoor up into the last notch.

We rounded the curve through Riddell and with all the signals off we accelerated through the station and onto the grades to Gisborne. As our momentum faded, Bill kept on firing and I let the reversing wheel out a couple of spokes. The beat from our exhaust deepened as we made our way on up the grade.

The bright whiteness inside the firebox told me that the Maitland coal and my skill was keeping up good combustion

Coming up to the bluestone bridge near the top of the grade, Bill and I changed over to our original positions for the run up to Gisborne. Bill advised me that we would take water at Gisborne. As the grade eased off past the bridge, D^{3}635 started to accelerate. I put on another fire in readiness for our stop. Bill shut off steam and we drifted into Gisborne. He made a light reduction in the brake pipe and with the brakes applied we ran into the platform and made a spot stop at the water crane.

I scrambled down from the cab, released the water crane and swung it over the tender. I took on the watering task while Bill looked around the running gear of 635. Satisfied, he returned to the cab and I could hear the shovel going to work as he put on a starting fire for me. The tank now filled, I climbed down from the tender top, secured the water crane and joined Bill in the cab.

He whistled out, the guard gave us the right away and we were on our way again. D^{3}635 accelerated away from Gisborne on the downgrade, the quickened exhaust gathering momentum for the upgrade. The safety valves were buzzing on 175 pounds as I put on the right hand injector. Steaming at a medium rate we passed on through Macedon, with its chaired rail sidings, and headed up the grade.

We settled down to about 15 to 20 miles per hour on Macedon bank with the exhaust beats reverberating back from the tall gum trees lining the track. Here I fired 635 a little heavier and was rewarded with a good cloud of black smoke. Bill looked at ease with a full head of steam. This is one of my favourite sections on the Bendigo line.

Topping Macedon bank, Bill let 635 steam away on the down grade, shut off at 40-45 miles per hour and we drifted towards Woodend. The distant was off for us. Bill applied the automatic brake and we slowed down for the stop at Woodend. We came to a nice stop at the platform with the D^3 class compressor pumping up the brake pipe and main reservoir. I spooned in a fire whilst at the platform and left the firedoor open to minimise black smoke.

Right away and we were off, bounding away on the down grade, our exhaust beating out a rapid tempo to the sound of wheels on rails. I put on a fire, closed the door up to the last notch and enjoyed the ride. Fancy being paid for this! We rounded the two curves and straightened up for Carlsruhe. The left hand home signal was off, clearing us to diverge onto the Daylesford branch line. Bill applied the brake for the diverge and we clattered over the points into the back platform road at Carlsruhe. Here the signalman gave me the staff to Trentham.

Bill put the train staff into the holder on his side and with a tip from the signalman, and the right away from the guard we departed from Carlsruhe. We passed around the sweeping curve and moved away along the branch line to Tylden. Leaving Tylden the grade got heavier and 635 barked its away upgrade to Fern Hill. The countryside around here is fairly open and both Bill and I were enjoying the experience.

We stopped at Fern Hill and some passengers alighted here to meet friends. I dropped the firedoor with a clatter and lined up another fire into the box. The guard gave us right of way. I called out to Bill and away we went. We climbed upgrade and shortly after passing over a level crossing on a curve we topped over and rolled down to Trentham. Here I exchanged train staffs with the station master and received the Trentham to Daylesford staff.

We steamed out of Trentham through the heavy gumtree forest and worked our way up the rising grades to Lyonville. I kept on at the fire in my usual way. The steam gauge was steady on 175 pounds and the gauge glasses were showing three quarters. There were many curves on the way and I enjoyed watching our train following on with the black smoke trailing out into the countryside.

Down a grade we went and around a curve steaming up into Bullarto. More passengers alighted and then we set off for Daylesford. From here on it was all downgrade around many 30 and 35 miles per hour speed boards. We passed through Musk and on towards Daylesford with the D class compressor working pumping up the main reservoir and brake pipe pressures. Bill showed what a practised hand he was with the No.4 brake valve as he kept the train speed down its allowable speed.

We arrived at Daylesford at 12 35 and we were both pleased with 635 and her efforts. Bill did a full around inspection and found that all was in good running order. I inspected the firebox and found a nice shaped fire heavier at the back end and lighter under the brick arch. I advised Bill that there was no need to clean the fire for the Maitland coal had burnt well and had left no residue of ash or clinker in the firebox. We did flush out the ashpan.

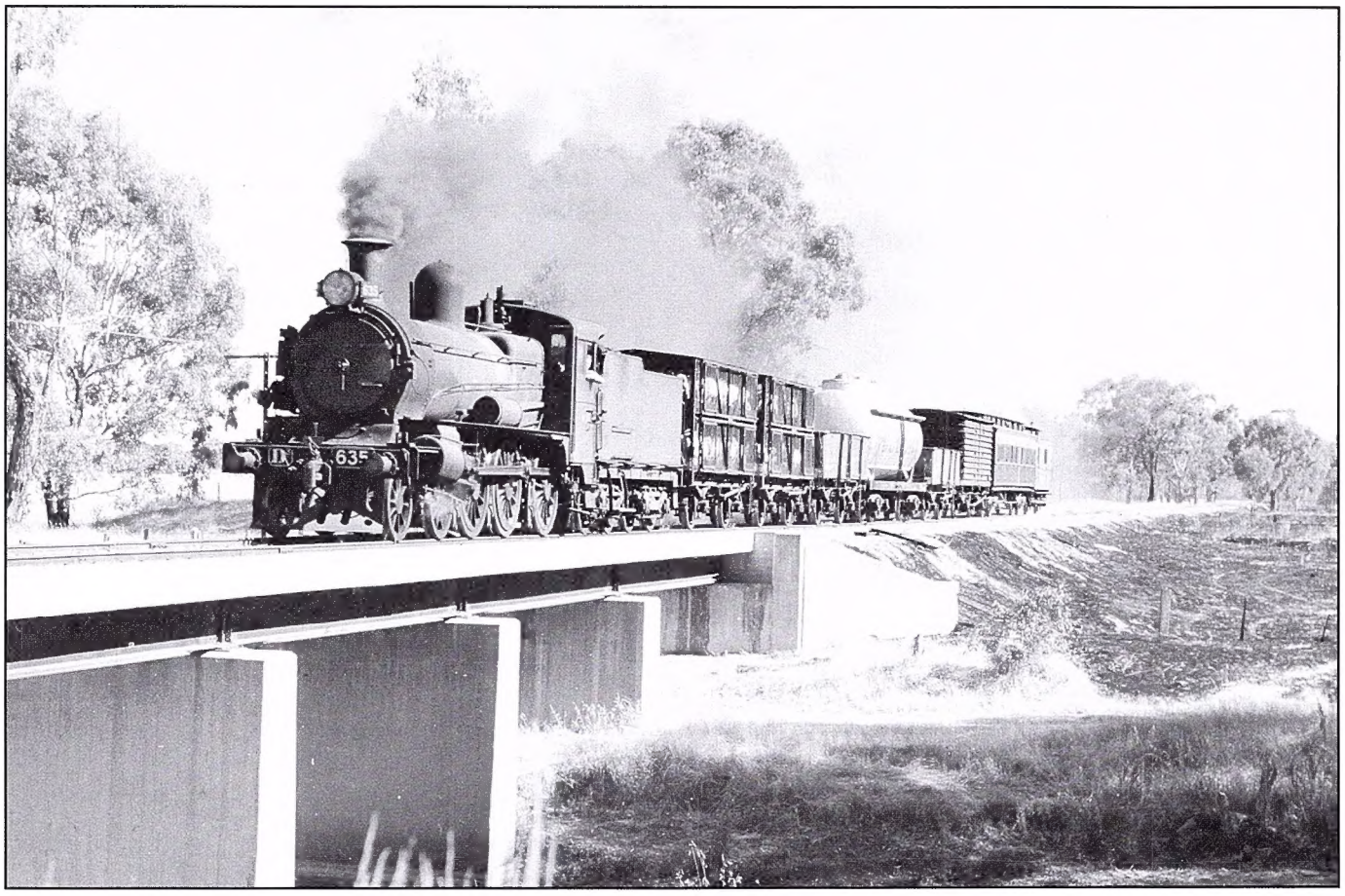
I cut the engine off from the cars and we pulled ahead to set back through No.2 road and proceeded to the turntable to turn for the return trip to Melbourne. The engine was turned and having flushed out the ashpan over the pit, we then took water. Bill refilled the Detroit lubricator and we then set back onto the cars to prepare for our return trip. This run I will one day explain in a later issue – that's another story.

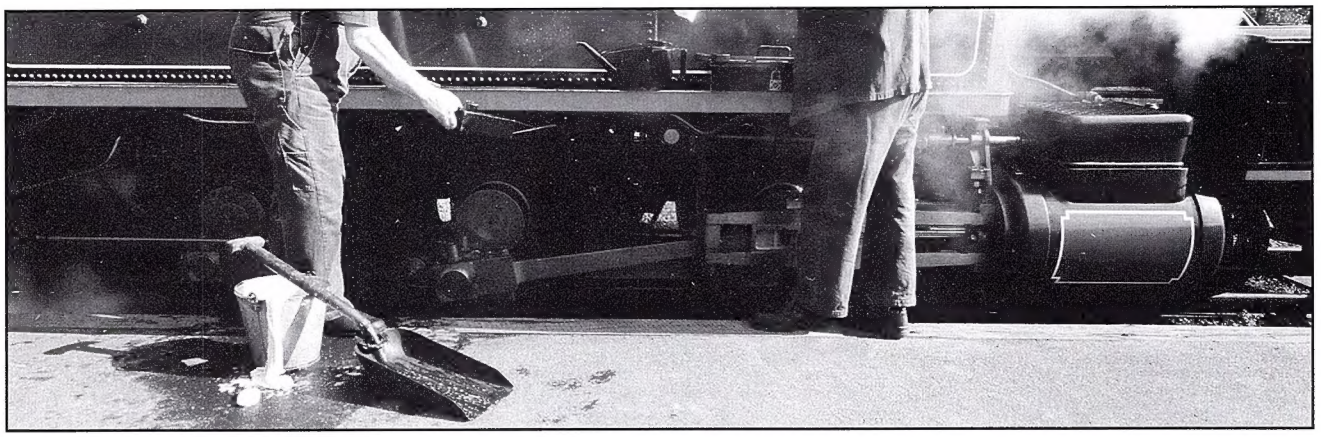
So when you come upon D^{3}635 at the Newport Railway Museum remember she was one of some 94 engines of this class. She stands there in memory of these engines and the men who maintained and worked on them and as such is a fitting memorial to them all.

D^3635 At Work

Above: D^3635 shunts at Everton while running the up Beechworth goods. Mon.12.3.62 *Lindsay Crow*

Below: D^3635 hauls the Wahgunyah - Springhurst mixed train across Blackdog Creek. Mon.28.1.57 *Andrew Lyell*





7A is prepared at Belgrave

PUFFING BILLY PANORAMA
— *The making of a calendar* —

Early in 1998 I was engaged in work for the Emerald Tourist Railway Board that has become a fairly regular occurrence — the gathering of a new set of images to be used far and wide by the railway for publicity

Mal Austin

All photos by the author

This ranges from timetable and other brochure covers through to hundreds of dupes of 35 mm slides sent overseas to various tourist agencies. On one of these days a collection of thoughts and facts previously impossible, came together to create the idea for the 1999 calendar.

There are certain fairly restricting guidelines to PR photography of the train type that few people would know about. It was the presence of these and the desire after all these years to be able to break out of them that partially motivated me to produce this calendar. I had always recognised an untapped pictorial potential around this line but it kept being put 'on the back burner' out of necessity, namely what use would they be?

It is great fun for the average railfan to go searching for the kind of pictures that please him; it is quite something else to try satisfying a much more specific brief which is to make the place look great and get bums on seats! In listing some of the requirements you will see how much more difficult it is to have a successful time. You will understand how on numerous occasions 'success' means one photo achieved to satisfaction per outing! As such when I begin to gather a bunch of new images for timetable covers, etc. I begin months before they are needed!

For a start no bunker-first shots of locos are desired. This means that except for the rare time when a loco has been turned for wheel wear purposes, 50% of the locations are immediately unavailable! It has been a constant source of frustration for me when out on the track to have to reject new and lovely locations because they are 'wrong direction'. Consequently, I have recently done a lot of catching up — as per the current timetable cover — when I managed to be granted about three weeks of wrong way running from 14A. So the next few publications will be evidenced by this.

Secondly, on most occasions, bright sunny days are right out. The heavy black shadows and bright light highlights in combination with dark engines combine to create a pictorial dog's breakfast. This not only takes out a certain percentage of available days, it makes it most hazardous to actually plan some special set-up in advance. When such special occasions occur one has to make the best of whatever weather is present but often — on sunny days rather than cloudy — the location you had planned has to be abandoned and some compromise hastily thought of. I quickly learned just what a short piece of track this line is with surprisingly few choices of locations especially when the usual ones have been so overused.

Then a most difficult problem — they actually like people to be seen riding the train! I have lost count of the times when all conditions have been great, along comes the chosen subject and there's 17 people riding! Similarly, because of the ever present (and cursed!) guards van at each end, one must try and include at least the second and third car; as most tour groups have their places reserved up front and alight at Menzies Creek, look out if you plan to shoot after this and you want people in the shot! Many a shot has also been ruined by a fireman or his guest standing in the doorway which dominates a small engine especially if their clothes are not suitable.

Add to these requirements the more usual aesthetic ones of good steam effects and sometimes I wonder how I ever get any shots at all! A lot of down grade running means an NA may as well be a diesel mock-up half the time, requiring a request to the fireman for some deliberate safety valve action.

Are you getting the idea of what I meant by certain 'restricting guidelines'?

Most of you who combine railways with a love of photography will be interested in some technical details (with their own restrictions) of this type of photography.

I have over the years fairly well standardised on procedures for this task. As it is so heavily wooded in many of the positions along the line, I rarely even attempt a job if the sun is out — black engines, heavy shadows and intense highlights spell a photographic nightmare. Everything is shot on 400 ASA colour neg. and duped to 5x4 transparency where needed for

12A crossing Monbulk Creek bridge, Belgrave

reproduction. Even this speed film often only just gets you 125th at f4 which for large format is not really enough for any decent 'depth of field' (area of focus) and as explained below the advent of Kodak's 'GPZ' 1000 ASA is much appreciated. The use of colour negative allows the marketing staff access to colour prints, I can print B&W from the negative if required and with Kodak Vericolour print film, 35mm duplicates are easy to order.

It hardly makes sense in employing a professional' s skills and creativity if his tools are then basically amateur. For this reason, the fact that I don't even own a 35 mm camera at present and the need to have a large reproduction quality, everything is shot on large format usually 6x7 via a Pentax system.

Having mentioned all of these things by way of scene setting you can now picture one photographer who, while greatly enjoying such work, often wishes most of these hindrances could be swept aside and something different of value and fresh appeal be produced.

As mentioned, I have often 'seen' many compositions that are worthy of creation but would not have been used by management. I gave up taking railfan shots just for the sake of it years ago – I mean they just sit there don't they? – and so they were not taken. Now don't get me wrong. I will often take shots because of the original and ever-present passion that is still within me, and indeed I have a large stock of as-yet unused landscape work that comes into that category; but when one has to earn a living from the craft it has to be constantly looked at from angles of time, resource allocation and end-use value.

Some years ago now I purchased a second hand 'Art Panorama' camera. This is the type of camera that landscape photographer Ken Duncan has made famous. It is basically a very expensive box with a view camera or 5x4 sheet film

7A passes the site of the landslide

7A in the mist at Menzies Creek

12A steams out of Menzies Creek

camera lens on the front. 120 size film is wound through the back with each frame being 6cm by 17cm in dimension. This of course affords tremendous quality. I have a landscape on my wall at home that is 2.4 metres long and there is no grain visible; but the design of the optics themselves means that a wide angled view is achieved with very little of the usual distortion. And of course the 3 to 1 ratio helps this by cutting off unwanted sky and foreground and by being so different to the usual 5 to 4 professional ratio that it really stands out.

I have been using this camera for years in the bush for sheer enjoyment and have come to love it dearly. It has absolutely no modern aids – not even a proper viewfinder let alone light meter, etc. and so one is thrown back to relying on the basic skills of photography which no amount of technology can ever replace. Realising only four frames per roll of film also helps one to think long and hard about each shot and the financial connection as well has meant that I have made it a rule, a little discipline of mine that I never bracket shots (take three of different exposures) to ensure I get one good one; I have to make sure it is right every time.

The secret of a lot of the photography I am involved in – wedding photography is a good example – is that taking the actual photograph is the final, short act at the end of a much longer process; and most of this process is simply planning and time taken in finding locations. As such I have spent countless hours on every inch of track available. I know every major tree, every curve of track every light angle and every cursed telephone pole that prevents my success. (how anyone can consider these 'pollutants' of heritage value beats me!) I have stomped and stumbled 360 degrees through the bush around every potential site, climbed trees and walked to distant overlooking hills (or water tanks as per Emerald) in order to find some new angle. It was only after I had owned the panoramic camera for sometime, and had developed the appropriate 'eye' needed for it that I actually began 'seeing' a whole lot of wonderful new scenes opening up in front of me while walking the track. But my enthusiasm was always short lived as previously mentioned about the hindrances of what was desired, for most of the time vertical shots were needed not wide, wide horizontals. And there was another killer as I quickly discovered the first time I took the camera along and exposed a few fun films.

There are three big technical problems pertaining to the panoramic format cameras that make them very difficult to use in many situations. The first is that they need much smaller lens apertures to achieve satisfactory focus areas compared with a 35 mm. To put it simply, to achieve the same distance of in-focus area that an aperture of f8 achieves on a standard lens of a 35 mm camera, something like f16 or 22 is required on the panoramic. Indeed my most common tripod-assisted exposure when taking non-moving landscape would be something like four seconds at f45! Whilst your Canon lens may be wide open at f1.8 or f1.4, mine is wide open at f8! How many speeding R classes have you taken on Kodachrome recently at f8?

Secondly, the edges of the frames of such a large piece of film only receive half the light as that transmitted by the middle of the lens to the centre of the film. (please, don't ask me to explain!) with the result that one of the annoying characteristics of the panoramic camera is that the left and right edge of the frame gets progressively darker to a total of about one and a half stops difference from the centre. Of necessity, an extremely expensive 'centre graduated' neutral density filter is screwed on to the lens. Basically, seeing we can't add any more light to the edges, then we take some of the excess away from the centre. But the result is, we lose one

Pedal power versus horsepower, Emerald Bank

stop of film speed because we need double the light to achieve an exposure. In other words the ASA or ISO of the film is halved! So your 100 ASA film is my 50.

Thirdly, the leaf shutter lens required on this type of camera is much poorer at stopping action than a focal plane one. Thus it needs at least 1/250 or 1/500th to stop the equivalent of 1/125th on a 35 mm camera.

You can probably now guess what I am going to say especially if you have ever tried to photograph this train in the forest on a dull day! I quickly found that even 'wide open' at f8 and with the slowest shutter speed I dare, even on a sunny piece of track and even with a slow old 7NA at 8 mph, there was not a single print that I could achieve in focus or unblurred! They just didn't make film fast enough!

And so with great disappointment the panoramic was banished from trackside for another four or five years and I had to force myself to stop 'seeing' all these new shots and return to the discipline of what was strictly ordered!

Then, in my capacity of wedding photographer, I was alerted to a new pro film called GPZ 1000. This was a 120 colour negative rated at a true 1000 ASA and 'pushable'. This means with extra time in the processor higher film speed could be obtained. I found it to be extremely good in practice and with the opening of the line to Gembrook as good a reason as one gets in a life time to produce something special, the idea of a souvenir calendar was born. Subsequent testing showed very pleasing results. At last I could stop the action at least reasonably and achieve enough focus. Even so, four of the shots were exposed at 2000 ASA (which was really only a useable 1000 for me) and wide open so they were only just achieved. I doubt anyone would pick which ones from just looking at the results which is a testament to the quality of the film — undreamt of 10 years ago — and the advantage of having a large negative.

Many dozen shots almost made it to the final selection but just didn't quite make it if they didn't have interest across the full frame. One needs to be aware this calendar was not shot for the rail enthusiast market which would probably have been an unwise economic decision; rather for the tourist market especially overseas and as such the priority was to show the beautiful environs through which the line runs — a perfect job for such a camera.

After I had produced a few shots and dummied up a calendar for consideration by management, duly accepted, it was not hard to realise that certain corporate clients may be interested in being involved to our mutual satisfaction.

I was absolutely astounded at the enthusiasm with which it was greeted by people such as Kodak and Tomasetti Paper House who are to use it in corporate advertising. Nobody I approached declined to give me what I asked for! And so another vehicle by which the railway is promoted.

It remains to be seen as to the sales success of the venture. If pre-release interest is a guide one would be confident of disposing of the three thousand ordered though it would have been better to have had it finished a month earlier. In an effort to keep it all Australian, to retain the large size that is so essential with this format and not to have to compromise on print quality the final price has had to be higher than desired, but then this is a unique product on a unique occasion.

If demand calls for a repeat next year, price should be able to be reduced . . . but how am I going to find twelve more locations? Roll on Gembrook and G42!

Mal Austin is the proprietor of Givenworks Publishing, 108 Carlton Road, Dandenong Vic 3175 and calendars can be ordered by cheque/money order from the above address for $20 plus $3 p/p per copy or over the counter for $19.99 at Belgrave, Gembrook or the Railfan Shop.

7A near Wright

12A near the location of the old water tanks

GEMBROOK RE-OPENING DAY
— *Sunday 18 October 1998* —

All the months of careful planning, some hundreds of meetings, phone calls, emails, faxes, discussions and working bees had passed and suddenly it was Gembrook Re-opening Day

Maureen J Sherrin

Belgrave station, the start of the trip for most of the VIP visitors, was in holiday mode with music playing somewhere on the station and an overwhelming number of our guests and visitors were dressed in 1900's clothing costume.

Amusing drama was provided by the Gemco Players when a 'lady' somewhat the worse for wear and flourishing a nearly full bottle of sherry tried to evade being arrested by a 'policeman' on the platform.

The train pulled out on schedule at 10 30 headed by locomotive 14A, its Canadian red livery enhanced with an appropriately worded headboard "welcoming *Puffing Billy* back to Gembrook", and a magnificent picture of Her Gracious Majesty, Queen Victoria, (looking distinctly unamused!), covering the headlamp.

Crossed flags and fresh, large ferns completed 14A's decorations.

Music to liven the mood during the train trip came from the Walhalla open truck vehicle which carried members of the Riverside Ramblers who treated everyone to some splendid jazz renditions. A brief five minute stop was made at Menzies Creek station before the train proceeded to Emerald station where several passengers joined the train.

Even at this stage of the journey there were crowds of people watching for the train and waving it on its way, which really underlined for us the immense popularity *Puffing Billy* enjoys. The first of the day's formal ceremonies took place at Lakeside station.

During the twenty five minute stop here media crews and photographers recorded two ceremonies. The laying down of a piece of track to link the line to the new Gembrook extension and the driving in of a golden spike by our special guest, the Hon Mr Robin Cooper, MP, Minister for Transport, which symbolically completed it. The Rev Peter Crawford then gave a blessing for the new extension.

The twenty five minute stop here allowed 14A to take on water and be cleaned in preparation for the second part of the journey along the new extension. As you can imagine this was a new and exciting experience for many of the passengers though some of them were old enough to have travelled along this line many years before. Cockatoo station welcomed *Puffing Billy* back in grand style with school children waving flags, a banner being flown to greet the train, and simply hundreds of people waiting on the newly built platform to watch the train pull in at the station. There was a brief stop to allow a scroll containing greetings for the President of the Cockatoo Progress Association from the President of the Belgrave Traders Association to be handed over. A presentation was also made to the President of the Puffing Billy Preservation Society, Mr John Robinson.

A few minutes were taken up while another engine was coupled to the back of the train in preparation for the long pull up to Gembrook.

One passenger commented later that the cars were bumper to bumper on the roads from this point right up to Gembrook.

At Gembrook heritage station the train halted and a procession of horsedrawn and steam driven vehicles, together with a brass band slowly moved alongside the line. The VIP of the day, Mr Robin Cooper, was invited into the cab of 14A and invited to slowly drive the train through a truly magnificent Victorian era triumphal arch amidst huge cheers and whistle blowing to say nothing of the neighing of horses and the flashing of cameras!! The whole station precinct was decorated with red, white and blue bunting (all handmade by volunteers, two kilometres of it!), and the station building decorated with material in the same colours. In fact all of Gembrook dressed up for this important day.

The Victorian Minister for Transport, Hon Mr Robin Cooper, performs the official opening ceremony at Gembrook as everyone enjoys the occasion *Steve Munro*

Striped marquees dotted about offered various arts and crafts for sale as well as a large variety of food which was provided by local organisations and music was heard from different locations all over the area. As the train pulled into the new Gembrook town station a way was cleared, sometimes with difficulty as the crowds were so thick, so that the official party could make its way into the adjacent J A C Russell Park where a dais was set up for the official opening ceremony.

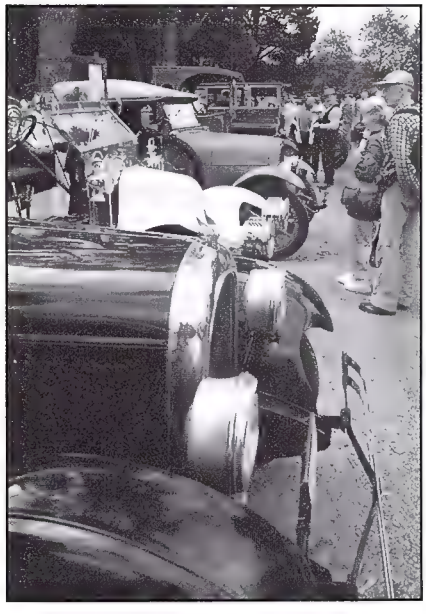
MC for the day, Mr Phil A'Vard, introduced the President of the Puffing Billy Preservation Society, Mr John Robinson, who briefly welcomed the crowds before inviting Mr Robin Cooper to unveil a ceremonial plaque.

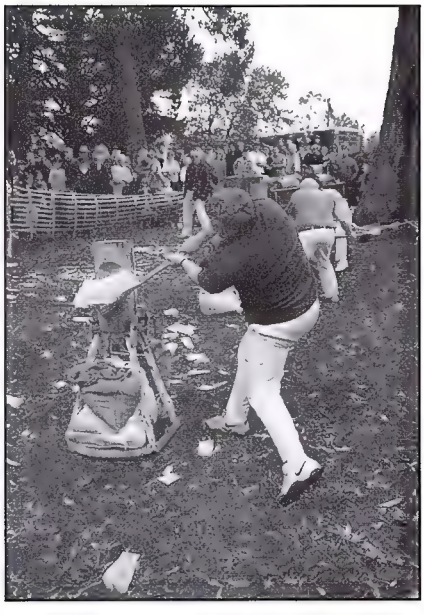
The Mayor of Cardinia Shire, Mr Graeme Kidd, was also invited to say a few words. After this ceremony all the invited guests proceeded to a well earned lunch!!

The day ran amazingly well with an estimated crowd of 5000 people at Gembrook during the day and not a single raindrop until the takedown round about 5.00 pm!

The Little Train Comes Home

As the trains arrived at Gembrook, people were dressed in period costume enjoying the various forms of steam. Visitors and locals of all ages took in the various attractions including vintage cars and woodchopping *All photos Steve Munro*





1

PUFFING BILLY

Upper Ferntree Gully to Gembrook

1. **3A commences the climb out of Upper Ferntree Gully towards Upwey during the 'Young Sun' specials to Belgrave in November 1952** *Neil Pearson*
2. **After a break of over 40 years, 8A returned to Gembrook on Sat.12.9.98 on the first shakedown specials prior to the official re-opening of the line and enjoys a drink at the local waterhole** *Matthew Eadie*
3. **The strength behind the whole scene of *Puffing Billy* is the involvement of volunteers. Geoff Schmidt gives 8A a final polish on the grand re-opening day, Sun.18.10.98** *Steve Munro*
4. **Everyone is hard at work at the new Belgrave narrow gauge platform as the car sets are made ready for the day's activities. Circa 1960s** *Neil Pearson*
5. **14A stands in the main platform at Gembrook with the VIP train and is admired by all** *Steve Munro*

2

3

4

5

OPERATIONS

An overview of recent sightings and observations

MELBOURNE DEPOT FOR MARYVALE PAPER TRAFFIC RELOCATED

The last paper train from Maryvale destined for No.4 shed at Melbourne Freight Terminal (MFT) departed late on Thurs.30.7 and arrived next morning. All operations were then transferred from MFT across to the new paper depot at North Dynon over the following weekend, and rail operations at the new site commenced on Mon.3.8.

Fast Track is now the only traffic still using the MFT area (this business uses No. 2 and 3 sheds) and this is currently serviced by road prior to relocation to North Dynon.

V/LINE PASSENGER BOARD MEETING

The V/Line Passenger Corporation Board held their meeting at Bendigo station on Wed.5.8 and the *Norman* car was attached to the 08 35 down Bendigo train (N469 and N2) for the Board to travel in.

The Board returned to Melbourne during the afternoon on a normal Sprinter service and the *Norman* car was worked back to Melbourne empty on the 13 20 up Bendigo.

NORTH — Swan Hill - Bendigo - Echuca

BENDIGO: A summary of sightings is set out below:

Tues.1.9:
G521-T408-X33-20 wagons (9083) arriving 16 40
G523-T409-19 wagons (9280) departing 20 13
G521-X31-16 wagons (9084) departing 21 40

Wed.2.9:
G521-X32-T388-41 wagons (9083) arriving 17 03
G526-10 wagons (9280) departing 20 09
G521-X33-T408-41 wagons (9084) departing 21 53

Thurs.3.9
G521-X34-X33-21 wagons (9083) arriving 16 48
G524-7 wagons (9280) departing 20 05
G521-X32-X34-47 wagons (9084) departing 22 36

Fri.4.9:
T408-6 x Hitachi cars (9011) arriving 08 03
G521-X42-G512-29 wagons (9083) arriving 16 50

Sun.6.9:
G521-G512-X33-T408-51 wagons (9084) departing 21 18

Mon.7.9:
G521-X32-33 wagons (9083) arriving 16 40
G524-18 wagons (9280) departing 20 13
G521-X42-26 wagons (9084) departing 21 42

Tues.8.9:
G521-T396-X43-44 wagons (9083) arriving 16 59
G526-13 wagons (9280) departing 20 11
G521-X32-T408-38 wagons (9084) departing 21 55

Wed.9.9:
G521-X34-46 wagons (9083) arriving 17 00
G524-A85-22 wagons (9280) departing 20 16
G521-X43-21 wagons (9084) departing 21 53

Thurs.10.9:
T388-3 x Hitachi cars (9011) arriving 12 55
G521-X39-P21-32 wagons (9083) arriving 16 48
G516-T396-5 wagons (9280) departing 21 01
G521-P21-X34-42 wagons (9084) departing 21 36

Fri.11.9:
G521-X41-36 wagons (9083) arriving 21 19

Sun.13.9:
G514-X41-21 wagons (9280) departing 19 42
G521-X39-T388-40 wagons (9084) departing 21 25

Mon.14.9:
G521-X39-30 wagons (9083) arriving 16 44
G525-21 wagons (9280) departing 20 01
G521-X41-35 wagons (9084) departing 22 07

Tues.15.9:
G521-X31-T374-32 wagons (9083) arriving 17 00
G516-T408-23 wagons (9280) departing 20 17
G521-X39-19 wagons (9084) departing 21 53

Wed.16.9:
G521-X41-35 wagons (9083) arriving 16 48
G526-T396-31 wagons (9280) departing 20 11
G521-X31-31 wagons (9084) departing 21 50

Thurs.17.9:
G521-X31-17 wagons (9083) arriving 16 38
G513-21 wagons (9280) departing 20 15
G521-X41-T388-46 wagons (9084) departing 22 52

Fri.18.9:
T374-3 x Hitachi cars (9011) arriving 07 30
T374-6 x Hitachi cars (9012) departing 08 22
G525-X33-T388-25 wagons (9083) arriving 16 44

Sun.20.9:
G523-20 wagons (9280) departing 19 52
G525-X31-T388-25 wagons (9084) departing 21 16

Mon.21.9:
G525-X41-A73-50 wagons (9083) arriving 17 16
G516-9 wagons (9280) departing 20 20
G525-X33-9 wagons (9084) departing 21 36

Tues.22.9:
G525-A81-X43-26 wagons (9083) arriving 16 44
G513-8 wagons (9280) departing 20 15
G525-X41-A73-43 wagons (9084) departing 22 04 (GW)

BENDIGO DEPOT VISITS:
Sun.6.9: G524, N452, N470, T382, T402 and Y171
Sun.13.9: G514, G525, N452, N464, T382, T402, X42 and Y171
Sun 20.9: G516, G523, N456, N459, T382, T402 and Y171 (GW)

NORTH EAST — Seymour - Tocumwal - Albury

SHEPPARTON SIGHTINGS:
Fri 18.9:
X31 -20 wagons departed at 09 20 for Echuca, via Toolamba. P21 was the yard pilot and later N459 hauled

OPERATIONS

the morning down pass. from Melbourne, and departed on the afternoon up service to Melbourne. RT5 was still stored awaiting transfer to Tocumwal once the new grain siding is in use.

Mon 21.9:

X39-P21-10 wagons (9354)arrived at 18 05. Attached further 22 wagons and departed at 18 40.

Tues.22.9:

X44-P22-20 wagons (9354) arrived at 18 00. Detached 10 grain wagons for Echuca and attached 21 wagons. Departed 18 28.

Wed.23.9:

X39-P23-17 wagons (9354) arrived at 18 35. Detached 7 grain wagons for Echuca and attached 21 wagons. Departed 19 09.

Thurs.24.9:

X44-P21-20 wagons (9354) arrived at 18 57. Detached 10 grain wagons for Echuca, and four empty flats. Attached 16 wagons and crossed down Shepparton pass. prior to departure. Shunted at Mooroopna and departed at 22 00.

Fri.25.9:

X54-X53 stabled on down goods at 07 00.

X39-P20-20 wagons (9354) arrived at 17 33. Detached 10 grain wagons for Echuca. Attached P22 and additional 21 wagons. Departed at 17 55. (CC)

SHEPPARTON PILOT: P20 was the yard pilot at Shepparton from Mon.21.9 to Wed.23.9 and was replaced by P22 until Fri.25.9. (CC)

TOCUMWAL SIGHTING:

Sat 19.9.

X42-X53-28 grain wagons were stabled in the platform road, scheduled to depart at 18 00 to Sunshine. (CC)

SEYMOUR RAILWAY HERITAGE CENTRE: Over a period of two weeks, some of the SRHC locos have been observed heading north to Benalla. On Sat.29.9, GM36 headed north, while on Sat.12.9. it was J515's turn. (PF)

SPECIAL TRAIN: A RTA special consisting of a Sprinter car from Seymour operated to Echuca via Toolamba on Sun.30.8. Some of the highlights of the day included operating over the Murray River Bridge into Moama and inspecting the upgraded track between Toolamba and Echuca. (PF)

BALLAST OPERATIONS: On Wed.26.8, G512 operated a Goulburn Valley ballast train passing Mangalore on the down at 12 32. Can a reader please clarify whether G classes have operated on the Shepparton line before this day? (PF)

STEAMRAIL VINTAGE TRAIN TO SHEPPARTON AND DOOKIE: On Sat.10.10, Steamrail Victoria ran a very successful day return special to Shepparton, with shuttles to Dookie and Toolamba. R761 hauled the special departing from Spencer Street at 08 00. At Seymour R761 was turned and continued onto Shepparton tender first, then proceeded to Dookie for the first shuttle. The second shuttle went to Toolamba instead of Dookie, before returning back to Shepparton. The return departed from Shepparton at 18 00 and arrived in Seymour ten minutes early at 19 09, and crossed the down Hoys Shepparton pass. and a down National Rail freight hauled by two NRs also passed. The special departed Seymour at 20 05 and arrived at Spencer Street at 21 39. (JI)

STANDARD GAUGE

NEW AUSTRAC FREIGHT SERVICE: A new freight service operated by Austrac in Junee commenced operation between Sydney and Melbourne. It first operated on Thurs.18.8, hauled by Austrac loco 1872 (ex NB1872), passing through Mangalore at 10 50. It did not operate again until Tues.1.9, hauled by X38 and 1872. Other locomotives used on the service have included 1873, X45, and G 539. The V/Line loco must lead due to safeworking requirements and sees regular use to the Cooks River Terminal in Sydney. The operation began departing Melbourne on Sunday at 16 00, and Monday to Friday departing at 15 00. The return service departed from Cooks River Freight Terminal at 17 20 Sunday to Thursday and 18 20 on Friday. From early October the days of operation were revised to now depart from Melbourne on Sunday, Tuesday and Thursday, and depart from Sydney on Monday, Wednesday and Friday. (PF)

TEST TRAIN: On Tues.25.8, GM42-J103 ran an ARTC test train to Albury consisting of a former AN test/generator car. It passed Mangalore on the down at 13 55 and returned on the up at 22 10. (PF)

LOCO TRANSFER: On Sun.6.9, 1BY4 (9823), passed Mangalore with NR1-NR48-C510-C502. The C class were enroute to Islington Workshops in Adelaide for storage. C510 was powering. (PF)

SUBURBAN

LONG ISLAND STEEL TRAINS: BLs have now settled into regular operation on the steel trains. Nearly

Great Northern's T381-J103 shunt Austrac loading at Appleton Dock on Thurs.6.8.98 *Michael Bray*

OPERATIONS

all sightings have been of BL31-BL32. Coil trains ranged from 10 to 25 wagons, while slab trains were operating in a block of 35 wagons. BL27 has been painted into the dark blue Steel Link livery, and the first sighting of this loco was on Wed.16.9, when BL32-BL31 led the freshly painted BL27 on 9556 up empty slab steel train passing through Frankston at 15 35. (PJ)

WEST FOOTSCRAY SIGHTINGS: A summary of sightings at West Footscray on Fri.18.9:

G534-G541-58 wagons (9753/MA4), down Tolls train at 17 20

NR68-NR57 (Sea Train livery)-NR70-54 wagons (9607/MS4) on down at 17 25

X53-X42-24 wagons (9352) on up Tocumwal freight at 18 20

X39-T400-16 wagons (9459) on down Tottenham Yard freight at 18 30

NR78-NR76-BL30-64 wagons (9701/MA5) on down Adelaide freight at 18 55

NR90-NR119-NR4-34 wagons (9609/MB4) on down Brisbane freight at 19 05

X51-X40-21 wagons (9141) down Mildura freight at 19 07

T400-X39-4 wagons (9459) on down Maryvale goods at 19 10

G530-G519-45 wagons (9751/MP9) on down SCT freight at 19 30 (PJ)

LOW NUMBERED 81 CLASS: Goninans at Spotswood have been awarded the contact to carry out modifications to the National Rail allocated 81 class locos. 8102 was in attendance on Thurs.1.10 and 8108 was sighted there on Tues.20.10. (JI)

SOUTH WEST — Melbourne - Geelong - Warrnambool

GEELONG LOCO VISITS:

Tues.1.9: G514-H5-T374-T379-T396-X51

Fri.4.9: A77-G514-G515-G516-G524-G525-T374-T400-X41

Sat.5.9: A79-G511-G515-H4-S302 (WCR)-T400-T409-X51-Y121-Y157

Wed.9.9: G523-G526-T379-T392-T409-X36-X51-Y129

Fri.11.9: H4-G511-G516-G525-G527-T379-T392-T400-T409-X32-X36

Tues.15.9: H5-G512-G515-G524-G526-T379-T392-T409-X33-X48-Y129-Y157

Thurs.17.9: G511-G516-G525-G527-H4-T369 (WCR)-T392-T409-X34-X48-Y129-Y157

Sat.19.9: G513-G515-G524-G527-H4-X36-X48-T409-Y110-Y157

Tues.22.9: A79-A85-H5-T379-X36-X46

Wed.23.9: G511-G515-G524-T392-X36

Thurs.24.9: G512-G516-G527-T379-T392-T409-X43-X46

Fri.25.9: A71-A85-H4-G511-G513-G524-X36-X48-Y129-Y157

Sun.27.9: H5-G513-G516-G521-G526-N457-T371-X46

Mon.28.9: G524-H5-T379-T390-T409-Y157

Fri.2.10: A79-G513-G514-G515-G521-G526-T379-T392-T396-T409-X46-Y129

Mon.5.10: A73-G511-G512-G523-G524-G526-G527-T392-X54-Y129 (CH)

GEELONG AREA OBSERVATIONS:

Tues.8.9: NR85-DL43 on 9724 up steel train at Manor Loop 17 30

Thurs.24.9: T369-B76 on 17 35 (8246) up Warrnambool pass.

Fri.25.9: B76-T369 on 0849 (8207) down Warrnambool pass. GM42-CLF4 on 9756 up Patricks freight at North Geelong 11 15

Wed.7.10: CLF4-CLP14-GM42 on 9756 up Patricks freight at Lara 11 45 (CH)

DOWN WARRNAMBOOL PASS. DIVERTED: On Mon.14.9 the 08 49 (8207) down Warrnambool pass. hauled by B76 was diverted by Brooklyn due to overhead down at Spotswood. The pass. departed Spencer Street at 08 58, passed Brooklyn at 09 24, Newport at 09 32, and arrived into Geelong at 10 08. (CH)

WEST COAST T CLASS ON REGULAR PASS. SERVICES: T369 worked as the leading unit with B76 on Thurs.24.9 on the 17 35 (8246) up pass. from Warrnambool to Melbourne. B76 had fumes entering the cab on its previous journey and was prevented from leading. However, the following morning, B76 led T369 on the 08 49 (8207) down Warrnambool pass. T369 was again used, this time as a second unit from Warrnambool on Thurs.15.10, on the 17 35 (8246) up pass. behind S311. Modifications to the ASW equipment were required in Melbourne. The T class was stabled in Spencer Street on Tues.20.10. (JI) *Photo page 345.*

WEST — North Geelong - Ballarat - Maryborough - Cressy - Ararat

WEST COAST RAILWAY:

Diesel locomotive movements at Ballarat East

B76: In Fri.28.8 — Out Mon.31.8 — Routine maintenance

T374 shunts at the Waterwheel Flour Mill at Bridgewater. Locos do not normally shunt right into the mill, as a rail tractor usually performs the job. The road trucks did not expect the train and had the rails blocked. Sun.27.9.98 *Michael Bray*

OPERATIONS

B61: In Tues.1.9 — Out Fri.11.9 — Find and rectify elusive water leak
B61: In Mon.14.9 — Out Mon.14.9 — Rectify failure
S300: In Thurs.10.9 — Out Fri.11.9 — Routine maintenance
S311: In Mon.21.9 — Out Wed.23.9 — Routine maintenance
S302: In Mon.14.9 — Gear failure
T369: Out Wed.16.9 — Transferred to Warrnambool

S302 has had a bad month. It initially suffered a piston failure, later being towed to Ballarat, when during the journey the brakes failed to release, adding flat wheels to its existing woes. It went to Melbourne for wheel attention on Fri.4.9, returning to service briefly before a gear failure put it out of action once more near Camperdown on the midday up train on Sat.12.9. The passengers were sent on by bus, while the crew returned to Warrnambool to pick up B61 to work the empty cars back to Melbourne. B61 in turn failed at Winchelsea and eventually an A class was sent from Geelong to assist.

GHERINGHAP: Some interesting sightings include:

Mon.17.8:
G524-A85-T396-50 wagons on 9137 down at 14 52

Tues.18.8:
X41-X51-X33-T400-7 wagons on 9137 down at 15 35

Wed.19.8:
A85-X52-A79-T396-S302 (WCR)-7 wagons on 9137 down at 14 43

Thurs.20.8:
X51-X41-A79-T396 (9138) on up at 10 16
X37-X46 (9140) diverted up Mildura freight at 10 39
G512-G523-X33-T400-7 wagons on 9137 down at 14 46

Fri.21.8:
G527-G525-G524-G514-A85-24 wagons (9137) on down at 14 48

Sun.23.8:
G514-12 wagons (9106) up empty sleepers at 11 49

Mon.24.8:
CLP8-CLP17-GM42-28 wagons (9756) on up at 11 16
A77-X33-T400-S300 (WCR)-22 wagons on down at 14 59
H1-H3 on up ballast from Inverleigh at 16 06

Thurs.27.8.
G524-A77-T374-B76 (WCR)-20 wagons (9137) on down at 14 39

Sun.30.8:
G515-15 wagons (9106) on up empty sleepers at 12 30

Mon.31.8:
G515-A77-T374-7 wagons (9137) on down at 14 07

Tues.1.9:
G511-X36-T400-5 wagons (9137) on down at 14 11

Thurs.3.9:
NR93-NR113-8118-69 wagons (9702) on up at 09 12
NR85-NR82-G522-52 wagons (9821) on down at 11 19

Fri.4.9:
G515-G525-G513-X41-A77-53 wagons (9137) on down at 14 55

Sat.5.9:
G511-X36-S302 (WCR)-9 wagons (9138) on up at 03 13

Mon.7.9:
G513-X36-G527-G511-9 wagons (9137) on down at 14 41
NR83-NR93-C510-C502-41 wagons (9701) on down at 20 26

Tues.8.9:
NR84-DL43-35 wagons (9724) on up at 16 44

Thurs.10.9:
G513-A77-S300 (WCR)-4 wagons (9137) on down at 14 12
G512-G515-T409-28 wagons (9121) on down at 15 10

Fri.11.9:
G527-X32-T400-X36-48 wagons (9137) on down at 14 28

Sat.12.9:
CLF1-GM42-25 wagons (9756) up extra Patricks at 10 30
NR87-DL43-DL45-39 wagons (9821) on down at 11 57

Sun.13.9:
CLF1-GM42-23 wagons (9755) on down extra Patricks at 19 12

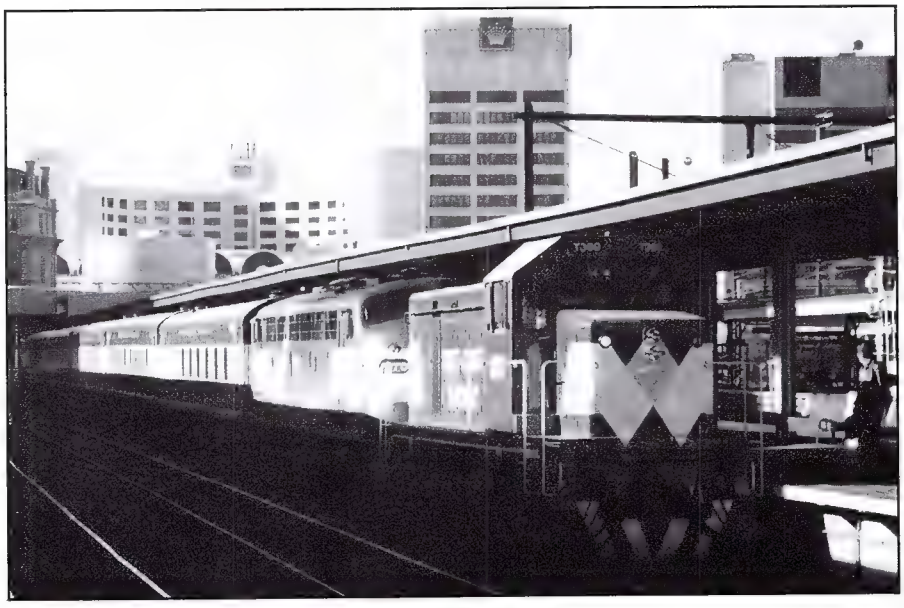
Mon.14.9:
A85-A77-X36-B61 (WCR)-S302(WCR)-4 wagons (9137) on down at 14 30
NR87-DL43-32 wagons (9724) on up at 16 48

Fri.18.9:
G512-A85-X34-6 wagons (9137) on down at 14 48 (GE)

THIRD SERIES X CLASS TO ADELAIDE: On Tues.13.10, X45 was third unit on 9753 down SCT freight to Adelaide. It returned on Thurs.15.10 again as third unit. X45 also sees regular use to Sydney on the Austrac freight service. How many other engines, apart from the NR class, have visited all three capital cities recently ? (JI)

EXTRA OVERLAND: On Sat.26.9, the *Overland* operated an additional service from Melbourne only. This was to cater for the additional patronage caused by school holidays and the AFL Grand Final, in which the Adelaide Crows were playing, and won (not again!) *Photo page 356.*

T369 leads B76 on the 08 49 down Warrnambool service on Fri.25.9.98. Prior to departure the crew reversed the locos *Julian Insall*



WORKS

A round-up of News, Tenders and items from the Weekly Operational Notices

UPDATE ON FLINDERS STREET WORKS

As at early August, the height of the following three platforms had been lifted and levelled:

Platform	Completed
2 and 3	November 1997
6 and 7	March 1998
8 and 9	July 1998
4 and 5	October 1998

Other works that will be completed as this project proceeds include:

- The lifting and levelling of platform 1
- Installing escalators and lifts to serve each platform
- Laying tiles on platforms 1 to 9
- Upgrading the main concourse (new tiling, upgraded toilets and new shops)

CLAYTON STATION LAUNCHED AS A PREMIUM STATION

Clayton was launched as a Premium station on Tues.18.9. It is the third of the ten suburban stations to be upgraded as a second stage of the Premium station program.

NORTH EASTERN LINE PLATFORM RE- SURFACING

The task of re-surfacing passenger platforms at the following locations on the North Eastern line was completed in late July. Donnybrook, Wallan, Heathcote Junction, Wandong, Kilmore East, Broadford, Tallarook, Avenel, Euroa, Violet Town, Benalla, Wangaratta, Springhurst and Chiltern.

MELBOURNE YARD AND WEBB DOCK LINE ABOLISHED

From Mon.3.9, the following alterations took place:

- The Melbourne Sidings Loop was abolished.
- The connections to Nos. 3, 4 and 5 Sheds at Melbourne Freight Terminal were abolished.
- The connection to the former Webb Dock line was abolished.
- A baulk was placed approximately 60 metres on the up side of dwarf signal No.230.

It was noted on Mon.3.9, that the rails and sleepers of the dis-used Webb Dock line had been lifted from the Melbourne Yard end to a point near the junction of Lorimer and Graham Streets. All level crossing protection devices in this section had also been removed.

TENDERS

- Tender H98102, closed 7 October
  Hillside Trains for the test, overhaul, repair and calibrate sub-station DC circuit breakers.
- Swanston Trams for the dual conversion of tram network overhead in High Street, Domain Road, Toorak Road, Glenferrie Road, Commercial Road and Malvern Road.
- Contract 306-98, closed 7 September
  Maribrynong City Council for the construction of two adjacent small parks to the Yarraville station on the former Yarraville goods yard.
- Tender H980099, closed 21 October
  Hillside Trains for the upgrade of customer facilities at Flinders Street station including:
  - Remove existing ramps to the Swanston Street concourse.
  - Install new escalator steelwork and canopies.
  - Install piled and reinforced concrete foundations for new escalators and lifts.
  - Install new western wall to concourse.
  - Replace existing concourse tiling with new concrete screen and tiles.
  - Install new ceiling to the Swanston Street concourse.
  - All associated glazing and plumbing works.
- Tender 54006, closed 7 October
  For the supply and delivery to the PTC precast concrete bridge units.
- Tender Y98/017, closed 2 October
  Yarra Trams (trading as Met Tram 2) for the design and construction of tram overhead works at:
  - Trolley wire replacement along Bundoora route.
  - Feeder upgrade along Wattle Park route.
  - Pole testing along Bundoora and Wattle Park routes.
  - Renewal of under bridges fittings at Hartwell and Swan Street.

NEW PEDESTRIAN CROSSING SIGNAGE

During the middle of 1998, the traditional black on yellow 'BEWARE OF TRAINS' signs erected at pedestrian rail crossings were replaced in the metropolitan area by the following new white on red reflective signs:

Sign wording	Where used
STOP — Look out for Trains	Pedestrian crib crossing not located near road/rail crossings
STOP — When lights are Flashing	Pedestrian crib crossings located beside road/rail crossings

X32 works a sleeper discharge train at Heathmont. Sun.20.7.97 *Michael Bray*

ROLLINGSTOCK

A Monthly update of Locomotive and Rollingstock news

SPRINTERS

7010 RETURNS: Sprinter 7010 ran a series of test runs between Bendigo and Castlemaine on Tues.28.7 and Wed.29.7 after extensive crash damage repairs were completed by Goninan at Bendigo. Minor adjustments were undertaken on Thurs.30.7 at CMD and it re-entered regular service on Fri.31.7 on the 14 05 down Ballarat (this train consisted of 7016 (leading), 7018 and 7010 (trailing) and was terminated at Bacchus Marsh on account of scheduled trackwork west of this station).

Sprinter 7010 had been out of service for over a year and a half after it was damaged in a shunting accident at Spencer Street on 20.11.96 (see p.86, March 1997 issue).

DAMAGED 7019 MOVED: Accident damaged Sprinter 7019 departed Bendigo late on the night of Sun.12.7 and arrived at Newport on the following morning. It was moved to Newport for further storage and was hauled to Melbourne by Sprinter 7017 as a special movement.

7019 was badly damaged in the same shunting accident as 7010 at Spencer Street on 20.11.96.

SPRINTER TRIVIA: The maximum number of Sprinters that can be worked together with all units powering under the control of a single driver is eight. The main restriction on running more is that the voltage drop along the control line becomes too great beyond eight Sprinters for reliable operation.

CARRIAGES

WEST COAST REPAINTS BS212: BS212 was outshopped from Ballarat in August repainted in the West Coast Railway colours of blue, white and grey.

AVOCA CLASSIC CARRIAGE RESTAURANT: Since Sat.4.7 the *Avoca* classic carriage restaurant service (currently using the *Murray* dining car in lieu of *Avoca*) has been operating on a Saturday evening as well as Friday. Passengers board the dining car at 17 40 on the Saturday for the trip to Geelong and return to Melbourne at 21 30. The all inclusive price as at Sat.4.7 was $90 per head.

PARK BRAKE PROGRAM UPDATE: The manually operated park brakes on N and H sets, as well as Z cars, are being replaced by automatic spring park brakes of a similar design to the one used on suburban Comeng trains. This new braking system is activated automatically in accordance with the pressure within the brake pipe. A drop in pressure below a certain point will apply the brakes, whilst normal brake pressure will keep the brakes off.

The new system ensures that the park brakes are properly applied when carriages are stabled and are fully off when carriages are in traffic.

A prototype carriage (BCZ 258) was modified at Newport Workshops prior to production commencing to sort out any mechanical and operational problems with the concept. It was outshopped in December 1996 and transferred across to the Carriage Maintenance Depot at Dudley Street for final adjustment and inspection by union and management representatives.

It was returned to Newport for further modification in February and finally entered regular traffic in early April 1997 (see p.256, August 1997 issue for further details).

Work started on the production run in June 1997 (when carriage set N 15 was outshopped during the month with these brakes) and during the 1997/98 financial year the following carriages were fitted with the brake:

Carriage	Date Outshopped
BCZ251	26 September 1997
BCZ263	17 October 1997
ACZ259	31 October 1997
ACZ262	21 November 1997
BZN276	21 December 1997
ACN15 and BN13	27 February 1998
BCZ253	27 February 1998
ACN24 and BN22	8 April 1998
ACN36 and BN23	29 April 1998
BZN274	29 April 1998
ACN21 and BN19	4 May 1998
ACN30 and BN28	13 May 1998
ACN51 and BN42	5 May 1998
BZN275	25 May 1998
ACN33 and BN25	29 May 1998
BCZ261	15 June 1998
ACN39 and BN16	16 June 1998

The dates shown are when the last modifications were made to the brakes. Some cars may have been equipped with brakes at an earlier date.

Cars with the brake can be identified by the hand wheel on one of the brake cylinders.

The BRN cars are not being fitted on account of the ACN and BN cars having sufficient braking power to hold a 3-car N set.

LOCOMOTIVES

REPAINTING UPDATE: As at the end of August, 16 of the 41* locomotives allocated to V/Line Passenger carried the corporate colours of red, blue and white.

The latest loco to receive these colours was N 469. It was repainted at Newport when it was undergoing a component change out (CCO) and was outshopped on Sat.20.6.

The list below of locomotives painted in these colours updates and expands on the information that appeared on p.224 of July 1997 issue.

Locomotive	Date Outshopped
A62	7 June 1996
N451	24 December 1996
N452	8 November 1995
N460	24 April 1997
N463	27 February 1996
N464	24 June 1997
N465	12 August 1996
N469	20 June 1998
N470	1 March 1998
N471	18 August 1995
N473	5 December 1996
P11	5 March 1996
P15	17 April 1996
Y129	10 July 1996
Y163	10 July 1996

All locos were repainted at Newport, except for N471 which was repainted at South Dynon Loco.

*The 41 consists of 25 N, 4 A, 8 P and 4 Y class locos.

XPT

SHORT SETS: Countrylink now appear to be using six rather than seven car XPT sets on a regular basis during quiet periods on Melbourne - Sydney services. The consist is reduced by deleting car F — an XF or XB class trailer.

On Thurs.6.8, the XPT departing Melbourne consisted of:
XP2010-XFH2109 (car G)-XF2215 (car E)-XF2211 (car D)-XBR2151 (car C)-XL2231 (car B)-XAM2182 (car A)-XP2008.

PRESERVATION

News from the preservation scene

BALLARAT RAIL PROMOTION GROUP

On Thurs.23.7, the Federal member for Ballarat, Mr Michael Ronaldson officially 're-opened' the restored Ballarat 'A' signal box. The Ballarat 'A' box is the large signal box on the railway embankment near Mair Street, standing in the middle of Ballarat yard.

Ballarat 'A' Box, had 110 levers, was one of five signal boxes which were used to control the complex rail system in the area. It was built in the 1880s and was in use until June 1992 when the signalling system was upgraded.

For the past three years, the Ballarat Rail Promotion Group Inc. has been carrying out the restoration with funds obtained through Heritage Victoria, the Federal National Estates Grants Program and Ballarat City Council. The group has also used Green Corps and Work for the Dole teams to provide much of the labour for the work.

1998 is 'Back to Ballarat' year. As its contribution to the event and to celebrate the re-opening of 'A' Box, the promotion group invited former and current railway personnel to a special *'A'* box warming weekend on Sat.3.10 and Sun.4.10. The group welcomed railway staff who worked, or who still work in Ballarat. Special interest was given to railway personnel who worked in the signal boxes and in the yard at Ballarat.

The group would like to record this valuable history, and so will be compiling video and audiotape versions of the event with reminiscences. For details contact the John Thomas, the co-ordinator on 5334 5344 or PO Box 71N, Ballarat North Vic 3350.

The Ballarat Rail Promotion Group Inc, aims are to preserve and maintain Ballarat's railway heritage, including the management of certain historic assets. The group works closely with Steamrail Ballarat and West Coast Railway to develop the Ballarat East Loco Depot and the Ballarat railway precinct generally.

GREAT SOUTHERN RAIL TRAIL

The Rail Trail programme is a Victorian Government initiative to utilise about 12 disused rail lines throughout country Victoria for passive recreation and tourism purposes. The Great Southern Rail Trail is by far the longest with some 100 kilometres linking the centres of Leongatha and Yarram.

Traversing the rolling green hills in the west, crossing five rivers, passing through a remnant of the Strzelecki Ranges forest the trail will finish in the coastal plains in the east. The trail will be a 10-year project costing in the vicinity of $1.2 million. It is estimated to be amongst the top four rail trails in Victoria.

Stage 1 of the project (Leongatha to Koonwarra), recently traversed by Australian Rail to Trails (see August 1998 issue) was officially opened on Fri.16.10.

The trail passes through picturesque undulating green farmland at the northern Leongatha section, skirting wet lands lined with paperbark trees and finishes at the Chinaware Reserve near the Tarwin River.

MORNINGTON RAILWAY PRESERVATION SOCIETY

The MRPS provide regular running on the first Sunday of the month on the hour from 11 00 to 16 00 with a 40-minute round trip. They operate from their base at Moorooduc station through to Tanti Park or the old Mornington Racecourse station just past the Bungower Road crossing.

The society is planning extra running days during the Christmas-January period. This will be every Sunday from 27.12.98 to 24.1.99, Wednesdays from 30.12.98 to 20.1.99, Australia Day and Labour Day.

Sun.6.9 saw the return of steam operation with the completion of the boiler repairs to K163. The loco has been repainted in Brunswick Green with red, white and black trim. This followed a period of three months of diesel operation with T334. Operating a three-car train they are achieving a 60% capacity over the day.

Track work is continuing and the group hopes to continue through to Yuilles Road, one block short of the Nepean Highway by Christmas.

Regular working bees are held on Thursdays for trackwork and Fridays for carriage repairs at the depot at Moorooduc. Attention is being given to 73HD, 129VLPY, 29ZB and 604ZD.

SEYMOUR RAILWAY HERITAGE CENTRE

SRHC is performing the following work on behalf of the ARHS Railway Museum:

- LAN 2351 – *Southern Aurora* roomette, has been placed temporarily on broad gauge bogies to enable it to be placed within the complex for security purposes until completion of the standard gauge track extension into the complex.
- 200 MT Brill trailer – is being rebuilt with old timber being removed and defective metal work cut out. It is anticipated the work of restoration will take approx 12 months.
- *Yarra* parlor car – Repaint has been completed with painting, sign writing, cleaning of curtains and carpet together with the installation of fans.

A successful test run was carried out on Sat.29.8 with GM36 as the motive power for the *Yarra* car together with 2AE to Benalla. On the return trip to Seymour the addition of flat wagon VFLX 19C loaded with used rail made an unusual 'mixed' consist.

Following the external refurbishment and repainting of two of SRHC steel carriages in VR royal blue and gold by Rail Technical Support Group (RTS) in Melbourne, it is proposed to organise RTS to repaint 4AS and 214BS. This later car will revert back to its original number 11BS.

SRHC is arranging on Sat.17.10 to celebrate the tenth anniversary of the return to service of J515. This was the loco as stated by George Johnson, 'You can't rebuild an engine out of a petty cash tin'.

At this function it is proposed to name GM36 *C J Stomann,* to recognise the efforts of Cliff Stomann over the 14 years of the group's existence and who was instrumental in restoration of GM36, originally purchased as spare parts.

STEAMRAIL

Updating details on the current fleet:

- A²986 – the frame is being prepared for lifting onto the workshop floor for urgent repairs to be carried out
- B72 – Work is continuing on the cab sides and electrical wiring. The replacement engine unit is being stripped at a slow pace.

PRESERVATION

The Federal Member for Ballarat, Mr Michael Ronaldson, performs the re-opening of Ballarat 'A' Box on Thurs.23.7.98 as Hedley Thompson looks on *Ballarat Courier*

- T395 – assisting on the recent Kulwin weekender trip the unit is at South Dynon Loco for fitting the final radio unit.
- D³639 – Following a recent charter to Werribee on Sat.22.8 problems are still apparent with the tender axle boxes which will require adjustment and another test run.

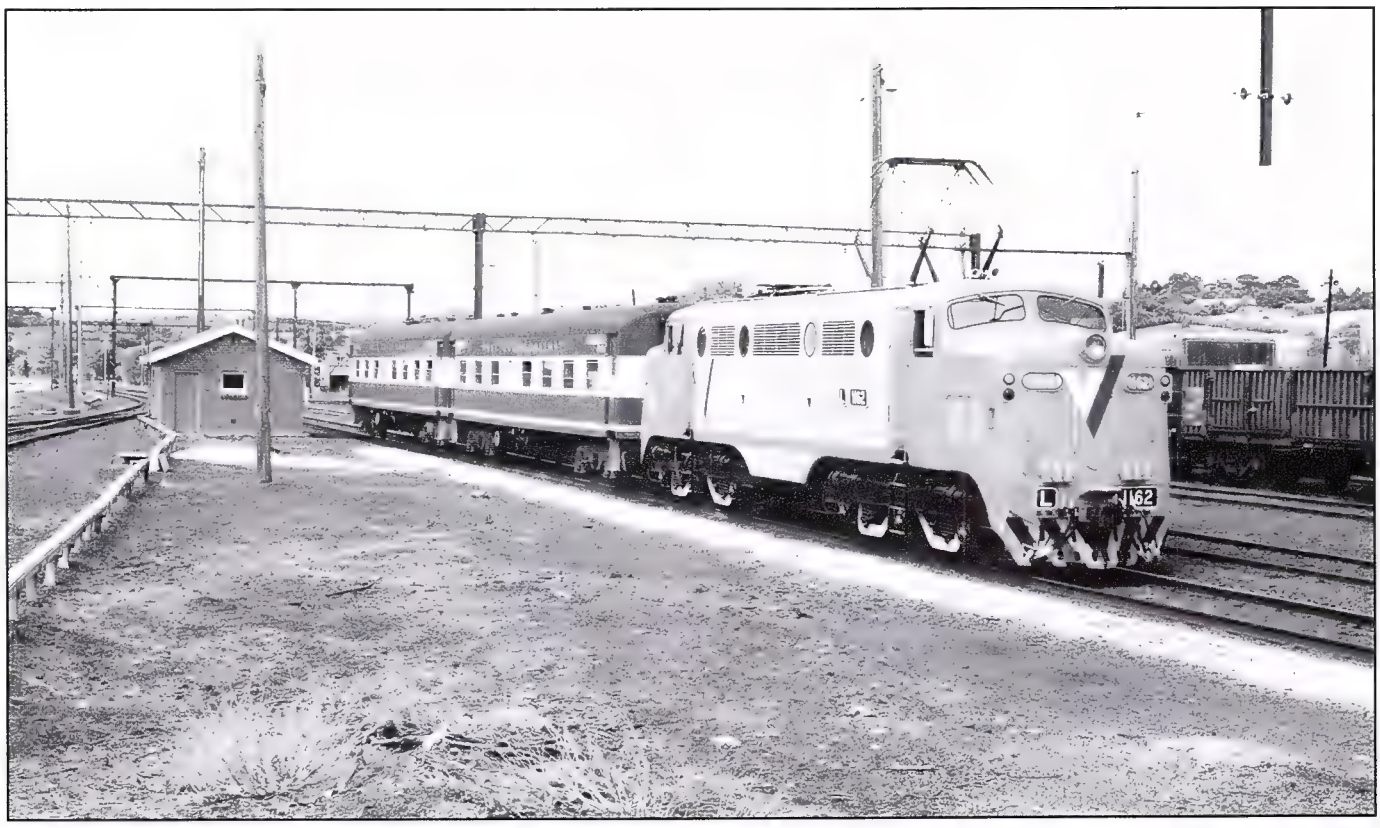
In the carriage area:

- 17BE – Painting is complete and is ready to return to service.
- 25BE – Is in the workshop for preparation and painting.
- 46BE – Work has been restricted due to pressure to finish 25BE prior to a Traralgon charter on Sat.14.11.
- 2BS – Has a new corner fitted and minor work is still required prior to preparation to repaint in blue and gold.

Elecrail on Sat.1.8 was able to move rollingstock into bay 3 of West Block. This was after some three and a half years to install track inside the building and to provide track access to the outside of the building. This now provides undercover storage and undercover restoration of electric carriages.

On Sat.14.11, Steamrail Victoria, Gippsland Wine and Food Expo and

L1162 shunts an RTA special tour at Warragul on Sun.20.9.98. Commencing Mon.7.12.98, Bluebird Railcars (ex South Australia) will operate services to Warragul and Traralgon when Met electric suburban services will be cut back to Pakenham *Jeff Bounds*



PRESERVATION

The International Six Day Enduro hope to challenge the existing recorded number of passengers ever to travel on a steam train. It is proposed to utilise three R class locos on the trip from Melbourne to Traralgon.

WCR STEAM LOCOMOTIVE NEWS

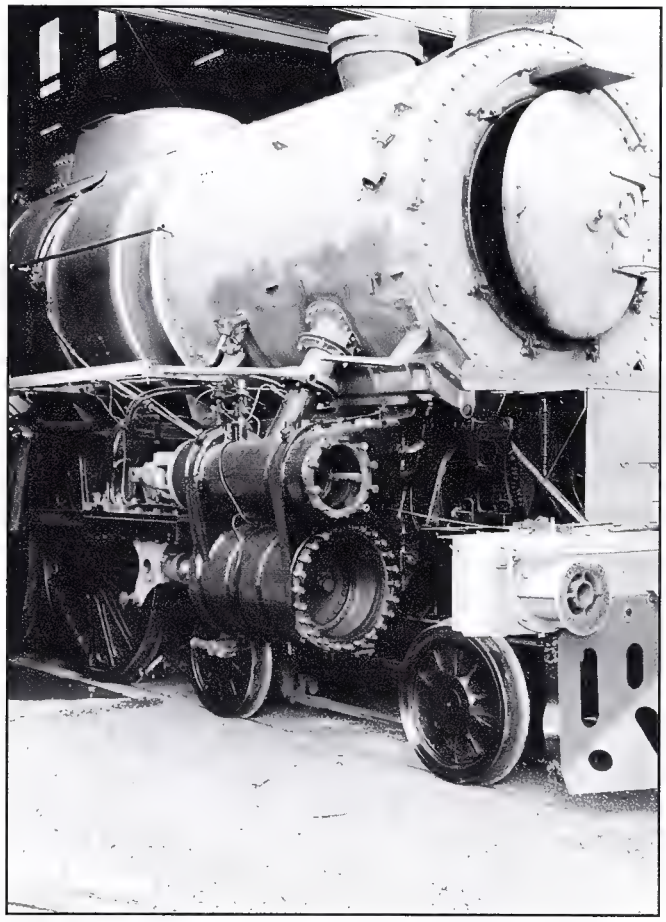
D^{3}638 arrived by road from Mornington on Thurs.10.9.

D^{3}641 arrived by road from Beaufort on Fri.11.9 (see photos – October issue).

These locos were acquired because they were both available for removal, but no firm plans exist for their future in the short term.

R711 moved closer to completion when during September the second brake pump was fitted, the power reverser connected up and the valve gear reassembled. (DM)

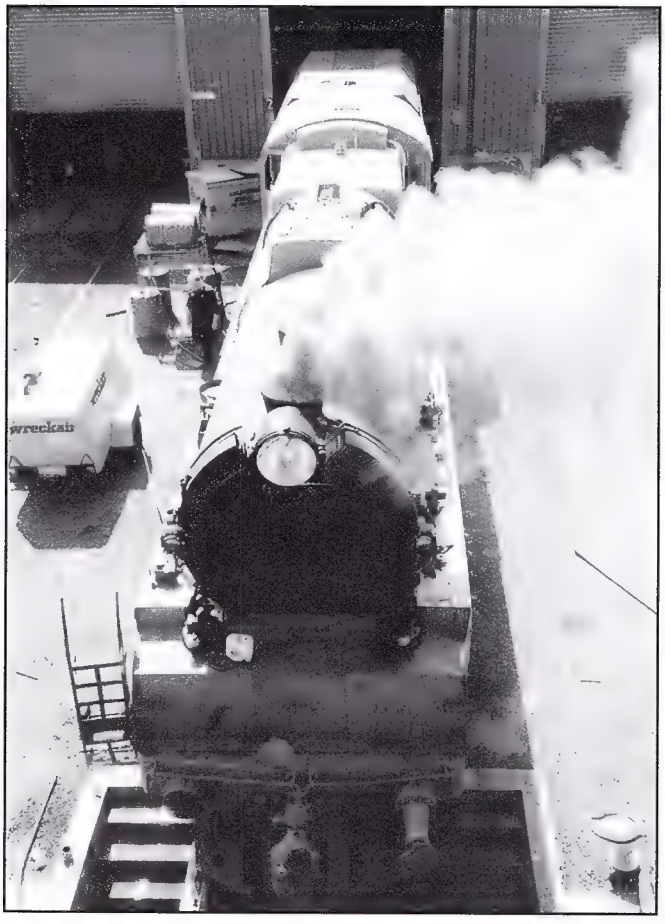
WORK CONTINUES ON R711'S RESTORATION

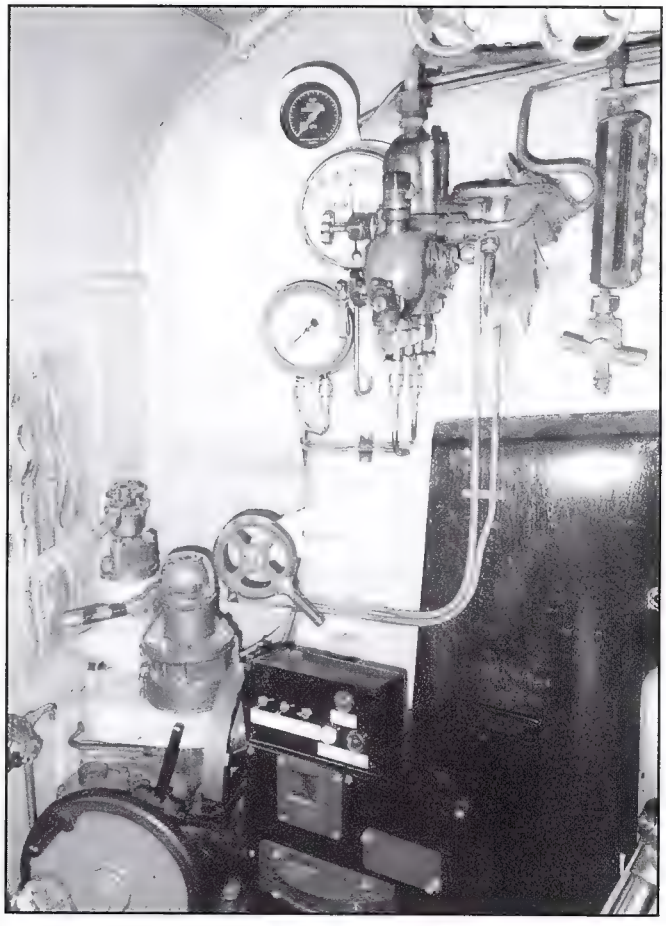


Above: The modified front end on R711 with its two funnels is near completion *Bruce Payne*

Below left: R711 is in steam as the oil burner equipment is tested at Ballarat East Loco on Fri.23.10.98 *Chris Johnson*

Below right: The driver's controls on R711 includes a modified power reverser (ex South African Railways' Garratt) and multi unit diesel controller (ex scrapped T class) *Chris Johnson*





TAILDISC

Reviews, amendments, queries, correspondence and bits and pieces

LETTERS TO THE EDITOR

Mr Michael Dix of Lindisfarne writes:

Your photographic coverage of 'APM paper trains on both sides of Bass Strait' (p.265, September issue) unfortunately contains a number of errors from the Tasmanian perspective.

There are two companies manufacturing paper in Tasmania; Australian Newsprint Mills (ANM) at Boyer (soon to become Fletcher Challenge Paper Boyer Mill) and Australian Paper at Burnie, a mill which was formerly owned by Associated Pulp and Paper Mills (APPM). Neither of these mills have any association with the Australian Paper Manufacturers (APM) Victorian operation at Maryvale, although APM did operate a pulp mill south of Hobart for some years.

ANM at Boyer extensively uses rail for the transport of coal and pine logs into the Boyer plant and the shipment of finished newsprint from Boyer to Burnie for shipment out of Tasmania (loaded from Boyer to Burnie and empty from Burnie to Boyer). However the train in the photo is not an empty paper train as shown in the caption, but is actually train 756, the loaded 'rock train' which conveys dolerite boulders from a quarry at Launceston to near Burnie, where the rock is used in the construction of seawalls in connection with road works.

This traffic uses spare log wagons, with the boulders being placed directly on the wagon deck. These log wagons can be clearly seen in the photograph. By contrast the paper train uses container flat wagons to carry the 'paper modules'.

The lead locomotive on the train is clearly 2124 (ZB8), not 2128 as shown in the caption. Interestingly the loco allocation sheet for this day showed 2120-2129 (ZB1-ZB15) as rostered on the paper train, with 2124 being listed as spare, so obviously there was some change in allocation, probably in response to more loading being available than originally envisaged.

With regard to locomotive renumbering (p.264), the final renumbering differed slightly from that shown, with the Z/ZA classes being 2110-2118, ZB class 2120-2129, and ZC class 2140-2145.

Hugo van den Berghe of Abbotsford writes:

Two errors of fact have crept into recent issues of NEWSRAIL. On p.238 (August 1998) the date for the introduction of Victoria's Y class diesels is given as September 1961. The correct date of September 1963 is given in the calendar column on p.264 (September 1998).

Further down in the calendar column on p.264 it is incorrectly stated that Australia's first electric train ran on 6 October 1918. In his book, *A History of Railways on Tasmania's West Coast,* author Lou Rae mentions and illustrates the Westinghouse electric engine built at the Baldwin Works which entered service on the railway to the Mt. Bischoff tin mine at Waratah in 1907. Apparently the existence of this engine was not well known and so the myth that the VR electric suburban trains were the first electric trains in Australia seems to have been repeated so often that it has become self perpetuating.

On p.238 in the introduction to his train control article the late Doug McLean has mentioned train controllers who were being trained to operate the standard gauge to Albury which was under construction in 1961. The standard gauge line from the Murray River to Wodonga had been in operation since 1883, VR publicity at the time of the opening of the Victorian standard gauge referred to the Melbourne to Wodonga standard gauge line and the official first train on the standard gauge was photographed breaking through a large banner at Wodonga, not at Albury.

Can any reader clarify what the signalling arrangements and the method of safeworking on the Albury to Wodonga standard gauge line were prior to 1962 and what the signalling and safeworking arrangements were on each side of Wodonga after the opening of the VR standard gauge line in January 1962? Did the VR train controllers work the Wodonga to Albury section?

READER'S QUERY

On a recent visit to Victoria I noticed an N class locomotive (which is fitted with head end power supply) hauling carriages which had engine/alternator equipment fitted (and running!). It seemed odd that the loco was an N class, the carriages were also N class, but the loco did not provide power to the train. Can you tell me why this is? *(AG)*

ANSWERS TO READER'S QUERIES

The world's first all welded steel goods wagon referred to in the Calendar for 21 July 1933 was IZ600. The wagon was most probably built in 1931, not 1933 as recorded in the V/Line Public Relations Pocket History (1985). The wagon was based on a 27 ton 4-wheel design first introduced in 1928-29 and had heavier axles and a geared hand brake wheel. IZ 600 was the first wagon to incorporate pressed steel cruciform pattern doors and end panels. Its capacity was 817 cubic feet (23 m^3). Newport Workshops built 800 of these wagons all told. IZ600 was renumbered to Y64 in 1965. *(SB)*

ODD SPOT

The Natimuk Progress Association meeting, presided over by Mr A Duncan, decided to thank Mr Brake, MP and Mr Barker for their exertions in connection with the unsuccessful movement to secure the running of a railway tricycle, for mail conveyance, between Horsham and Natimuk on Monday, Wednesday and Friday evenings. *(Horsham Times, 19.8.1898)*

BOOK REVIEW

EARLY AUSTRALIAN STEAM LOCOMOTIVES 1855-1895: Jim Turner

With the release of this book Jim Turner has produced an appropriate companion volume to *Australian Steam Locomotives 1896-1958.* Prepared in a similar A4 landscape format, to the earlier volume, Kangaroo Press has maintained the successful style of presentation that is suited to this style of publication. With a hard bound, cloth cover and dust jacket, the book is published on good quality gloss paper, the $65 RRP is not surprising.

Covering 155 different classes of locomotive, from all six of the Australian Colonies, Mr Turner's book provides us with a fascinating visual

TAILDISC

overview of both the diversity and the similarities in locomotive designs that existed, between the different systems in the period under consideration.

As in the earlier volume, a 'pictorial index', of small, same scale, reproductions of the illustrations has been included, towards the back of the book. This is in effect, a pictorial table of contents, which may have been of even greater interest had the illustrations in it been grouped by owner, or by wheel arrangement. A number of other appendices are included, covering the locomotive builders and the basic workings of a steam locomotive. Each are useful additions to the main text.

The main body of the book consists of approximately 155 pages, each of which contains a half page coloured side view of a locomotive and a brief history of the locomotive and/or class illustrated. For little apparent reason, two illustrations cover a double page spread, which is puzzling, as all other pictures have been scaled to suit the space on one page.

In both the foreword and the preface, it is stressed that the author has not attempted to provide detailed technical drawings, nor to present a detailed history of the locomotives, for the serious locomotive historian. Rather the intention has been to, '. . . provide a starting comparison between the classes and States for the beginner to follow.'

Notwithstanding this, it is of regret, that a greater degree of attention could not have been given to the fine detail of a number of the drawings. In a couple of cases this has resulted in mechanical impossibilities that should not have passed the proof stage. The standard of presentation, in the appendix devoted to builders' plates, is particular of concern. Disclaimers aside, the side elevation format is one that is frequently used in technical drawings and in various other local and overseas publications, similar format drawings have been produced with a greater degree of accuracy.

The rendition of the colours, in a number of the locomotive liveries is of concern, for they are at variance with a number of the usually accepted sources. There is no explanation offered for this. Why, for instance, are the wooden, Thomas Higginbotham cabs, on the Victorian O and B class shown painted, when other locomotives, with similar cabs, are shown with them in plain varnished timber? Why is there such variation in the shade of green used on Victorian Railways locomotives from the 1872-74 period? Such apparent inaccuracies, inevitably cast into question, the the accuracy of the rest of the work. Without some degree of justification this will inevitably add to the confusion about just what the actual liveries may have been, at some future date.

Unfortunately, also, there are also a number of examples of inaccurate proof reading, at various locations in the book. e.g., R & W Hawthorn also appearing as R & W Hawthorne.

Whilst the concept of the book is excellent and the finished work, no doubt, meets the aims that are set out in the preface, it is to be regretted that a greater degree of accuracy in the drawings and their colouring, along with greater attention to detail in proof reading, could have extended the potential market to the more serious railway historian.

Ian Jenkin.

THE RAILWAY PLANT NURSERY

The Victorian Railways once operated a plant nursery on a strip of land adjoining the Upfield line near Flemington Bridge railway station.

The nursery appears to have been opened sometime around 1909-10 and was closed in the late 1960s.

The nursery was originally established to provide the plants and skilled staff required to improve the appearance of suburban and country station grounds, as well as railway land adjoining suburban lines. Plants grown by the nursery were also used to:

- Provide shelter and windbreaks around departmental residences and stockyards.
- Create windbreaks along stretches of line exposed to strong winds (such as the Gheringhap to Maroona line) to break the force of winds on trains and consequently lower fuel consumption.

In 1909-10, 70,000 ornamental and shade trees were supplied by the plant nursery. Annual output grew until prior to the Second World War when the nursery supplied the following:

- 85,000 gums, pines and deciduous shade trees
- 100,000 cypress, privet, dahlia bulbs, chrysanthemums and seedling annuals
- 60,000 small flowering shrubs

By 1949 the VR employed a head gardener (Mr Alex Topp) and 13 railway gardeners. One of the 13 railway gardeners was based at Ballarat (Mr Tom Gleeson), whilst other railway gardeners were located throughout the metropolitan area looking after stations, cuttings, green belts and flower strips, and rows of ornamental trees. The head gardener and those railway gardeners not assigned to a suburban line were based at the Flemington Bridge Nursery.

By 1968, nursery production had dropped to 3,500 shrubs and plants per annum and it is believed that the nursery closed shortly after 1968.

The Railway Plant Nursery on Sat.5.2.49 *Photo courtesy of PTC*

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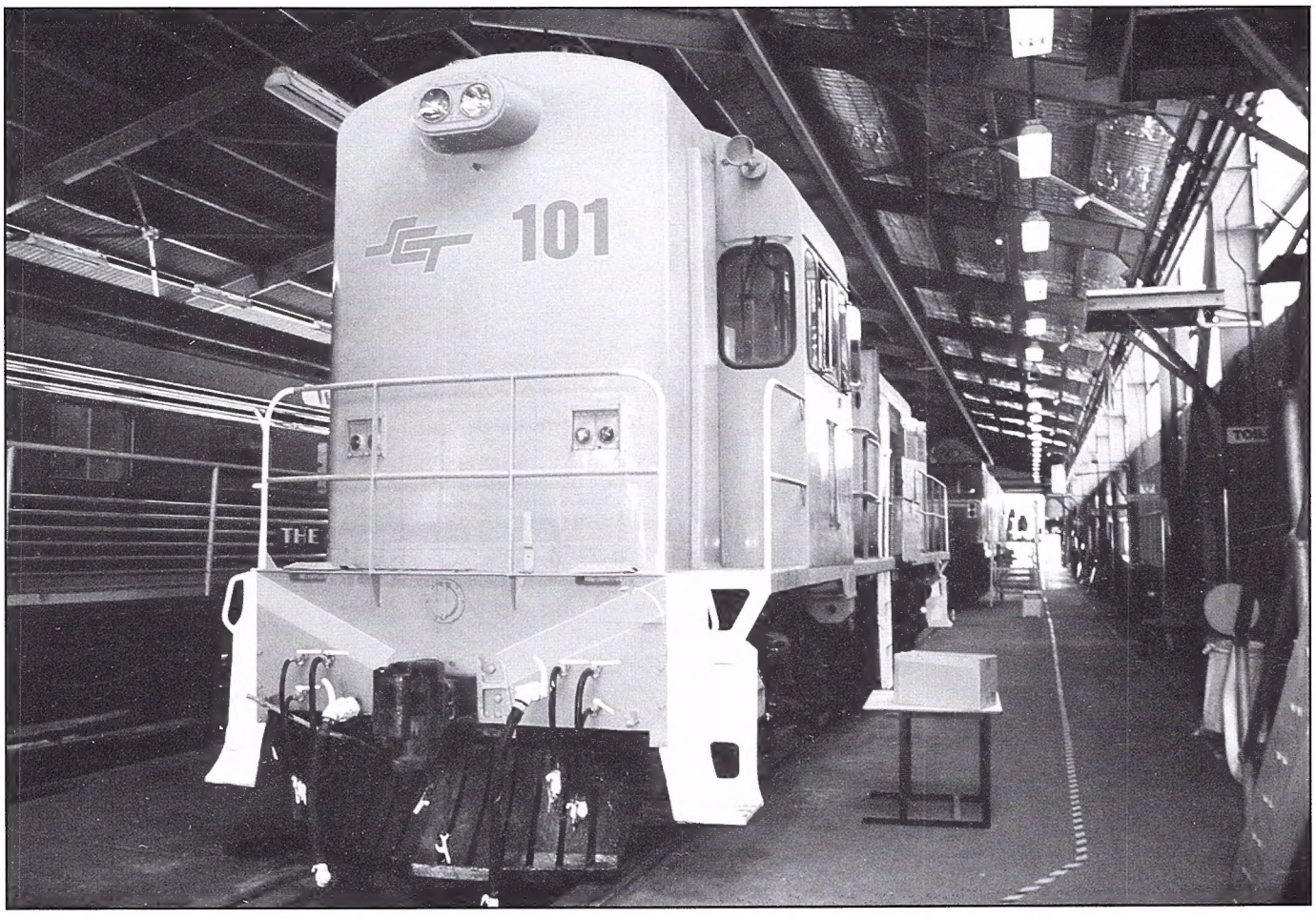

Overland Cars On The Move

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